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### THRILLING RESCUE IN THE YANGTZE.

C.N.S. "HUPH" RESCUES CREW OF JAPANESE WRECK.

VESSEL ABANDONED.

The officers and crew of the C.N.S. "Huph", which arrived at Shanghai last week from Dairen, had an exciting and strenuous day's work on Tuesday in effecting a gallant rescue of the officers and crew of the Japanese steamer "Shingei Maru" which in the early hours of the morning they discovered to be aground on a sandbank on the south side of the North Channel entrance to the Yangtze.

The "Huph", says the N.C. Daily News, left Dairen, with a cargo of coal for Shanghai, and on Sunday afternoon, without having actually encountered the full strength of the typhoon, it was deemed necessary for safety to find a safe anchorage, the steamer therefore entering the North Channel and dropping anchor west of Drinkwater Point at 4 p.m. The "Huph" remained at anchor there until Tuesday morning, and after making one attempt to face the storm, again resumed her journey to Shanghai at 4.30 a.m. on Tuesday. Shortly after 5 a.m. she sighted a Japanese steamer, lying some miles to the southward and flying signals of distress. The "Huph" got as close to the Japanese vessel as her own safety permitted, but could get no nearer than within two miles, as the stranded steamer was on the sands in shallow water.

A FIRST ATTEMPT TO RESCUE.

One of the "Huph's" lifeboats was then launched, and with Mr. Robert Harper, chief officer, in command, accompanied by the second officer and a crew of five Chinese sailors, made over for the stranded ship. The approach was in shallow water and surf on a sandy bottom and it was found impossible to get near enough to the ship to effect a rescue without risking the destruction of the lifeboat. By this time the "Shingei Maru's" stern post and rudder have been broken and had disappeared in the sand, and she had lost her anchors; she was also rolling considerably and there was a danger of her breaking up at any time.

The "Huph's" lifeboat then put away into deeper water, and in the meantime the Japanese steamer launched a flat-bottomed boat of the same type, with the chief officer in command and four Japanese members of the crew. A consultation was held between Mr. Harper and the Japanese officer, who was taken on board the lifeboat, the latter stating that he could show a channel by which the ship could be more nearly approached. For upwards of half-an-hour an attempt was made to navigate this channel, but the strength of the tide made it futile, and it was decided to return to the "Huph" and wait for the weather to moderate, and in the meantime to ask the advice of the captain of the latter steamer. On the way back to the "Huph", it was seen that the Japanese steamer's "sow", with four men still on board, was in difficulties, so the lifeboat went to her assistance and took off her crew. An attempt to tow her was found impossible and she had to be cut adrift. The lifeboat then made for the centre of the channel to enable the "Huph" to pick her up, and her officers, crew and the rescued Japanese were eventually taken on board about 9 a.m., after having drifted northwards about eight miles from the scene of the wreck. The "Huph" put the lifeboat to lee, to enable its occupants to get on board, and immediately afterwards the boat was smashed up by the heavy seas that were running.

A SECOND AND SUCCESSFUL ATTEMPT.

The "Huph" got back to her original position—about two miles from the "Shingei Maru"—about 11 a.m., and put up signals for the Japanese steamer to send her lifeboats off with as many passengers as possible. About 1 p.m., after considerable drifting, the Japanese lifeboat was picked up and her 11 occupants rescued. At 1.30 p.m. the "Huph" got out her second lifeboat, manned by the ship's crew, and accompanied by the Japanese lifeboat proceeded to the scene of the wreck. The tide had now risen and there was a greater depth of water. There were still 29 people on board the "Shingei Maru", these included the captain's wife and daughter (aged three years). The "Huph's" boat took off the lady and her child, as well as 16 others, and the Japanese lifeboat successfully took away the remaining people, with the result that both boats were picked up about 5.30 p.m. At 6.15 p.m. the "Huph" hoisted up anchor and proceeded to Shanghai.

The "Shingei Maru", a vessel of about 1,000 tons register, was bound from Tientsin to Shanghai with a cargo of coal and went aground on the south side of the North Channel, south-west of Drinkwater Point and south-west of Shauweishan, on a sandbank about 5.45 p.m. on Sunday. When last seen on Tuesday evening, it was thought by her captain and chief officer that she would probably break up during the night.

MR. A. SZE ON CHINA.

Speaking at a reception given in his honour by Mr. Chu, the Chinese Chargé d'Affaires, on July 6th, Mr. Sao-Ke Aifang, Esq., the Chinese Minister in Washington, and formerly Minister here, expressed the view that before the year was over the important question relative to Chinese domestic politics would be settled. The most important question in China had been the abolition or modification of the Tientsin or Military Governor system. This was also making good progress towards a satisfactory solution. With the reduction of the army a good part of the revenue should be again free for other purposes. China had no thought of repudiating any of her obligations, and did not ask for any cancellation.

### THE STRIKE OF SHANGHAI SEAMEN.

CHINESE SHIPPING LINES INVOLVED.

The "Shanghai Mercury" of the 3th inst. gives the following account of the strike of Chinese seamen at Shanghai:— Trouble has been brewing for some time past among the native crews on board the ships of the China Merchants' Steam Navigation Co., Ltd., and to-day it reached a head when a general "walk-out" was declared among the men on the ships in port pending developments and negotiations with the directors of the Company. As has already been stated in our columns, several letters presenting the case for the men and submitting their claims have already been transmitted to the China Merchants' S.N. Co., Ltd., but it is understood that no answer has been forthcoming nor has there even been recognition of receipt of the letters.

The cause of the trouble is, not far to seek. It appears that several months ago, the bigger shipping companies—and this definition means Messrs. Jardine, Matheson & Co., Ltd., and Messrs. Butterfield & Swire, Ltd., had similar complaints laid before them by their Chinese crews and after negotiations an agreement was arrived at as far back as last March when the companies intimated their acquiescence in an all-round twenty per cent. increase of wages, the increase to include "boys" and stewards on the ship as well as the crews of sailors and firemen. This award was made retrospective to the beginning of the present year and it is satisfactory to note that there is not the slightest indication of any complaint on the part of those crews who were thus treated.

NO GREAT SURPRISE.

The China Merchants' were not a party to the agreement and ever since March there have been signs of dissatisfaction. Since the beginning of the present week, however, it has been evident that the crews were becoming more and more insistent, and those most closely associated with the trouble were not entirely taken by surprise when, to-day, news came that the China Merchants' crews had "walked-out," leaving their ships at the wharf.

The attitude of the China Merchants' Co., throughout, has been a very strong one. And it is understood that the chief reason for this has been that the directors believe the men are being instigated by officials of the recently organized Seamen's Union, with whom the Company wishes to have no dealings at all until it has been officially recognized. The laying up of the China Merchants' fleet is, of course, a very serious matter indeed. Always regarded as a particularly Chinese company, it has also been understood from time to time that it has more or less Government support. The headquarters of the fleet, of course, are in Shanghai, and from this port the Company trade all over the country by means of a very large fleet of vessels, manned chiefly by British skippers, officers, and engineers. While the trouble with the Chinese crew continues, these officers will also be held up and there is little doubt that the present strike, which affects only the ships at present in port, will extend over the whole of the fleet as the vessels return to Shanghai unless a settlement is arrived at in the meantime.

THE SHIPS HELD UP.

The 33 "Hainkong" is the ship marked out by the strikers as that which would indicate to the Company their determination to stand or fall by their demands which are, of course, that their wages be increased to the same figure as in the case of the bigger companies. The "Hainkong" was due to leave at seven o'clock this morning for her usual Chefoo and Tientsin trip and just before that hour the announcement was made to the Company that the sailors and firemen refused to go on board until the demands made to the directors during the present week were dealt with.

The matter was immediately taken up by the directors of the C.M.S.N. Co. and as a result it was announced that a meeting would be held at noon to-day to consider the questions involved.

Other ships of the Company in port and the crews of which have intimated their determination to stand by the men of the "Hainkong" are the "Hsin Kiang", which was due to leave for a Pootoo trip at 5 p.m. this afternoon, the "Kiangling", due to leave to-morrow for up-river, the "Hsin-fung", also due to leave to-morrow on the Chefoo-Tientsin run, and the "Kungping", which was bound for Newchwang, also leaving to-morrow.

THE HAND OF HONGKONG.

The strike up till this noon affected a dozen ships belonging to the China Merchants' Company, the San Peh Company and the Ningbo Company. According to the estimate of the Seamen's Union, the number of strikers involved was about 1,000. Mr. Chung Shiu-pang, who acted as Secretary to the Chinese Seamen's Union at Hongkong during the trouble in the South, and who is at present Vice-President of the Union at Shanghai, told a representative of the "Shanghai Mercury" that the strike has been brought about mainly by the attitude of the China Merchants' Company who, from the very start, refused to reply or acknowledge the receipt of communications addressed to them by the Union here. The attitude of the China Merchants', Mr. Chung said, was an incomprehensible one for the reason that they were among the signatories of the agreement arrived at in Hongkong on January 12th this year and which was retrospective as from January 1st.

CHINA MERCHANTS' EXAMPLE.

Mr. Chung said that at first the San Peh Company expressed its intention to negotiate with the local officials of the Union but later, when the China Merchants' Company, for unaccountable reasons, refused to fall in line with the terms of the agreement reached in Hongkong, and furthermore refused to acknowledge the communications of the Union's Branch here, the San Peh Company advanced one excuse or another for not coming to some understanding. Asked whether any foreign company would be affected, Mr. Chung said he did not think they would, with the possible exception of the Robert Dollar Company. Butterfield & Swire and Jardine have so far lived up to their word, said Mr. Chung, who felt sorry the same thing could not be said in regard to his own countrymen who were in the shipping trade.

### P. & O. BANKING CORPORATION.

At the meeting of the P. & O. Banking Corporation to pass the second report, Lord Inchcape, the chairman, pointed out that the aim was to build up the institution. "We are making no splash; we are going along quietly, conducting our business to the best of our ability on a prudent and conservative basis. It will continue to be our endeavour to avoid any conflict with old-established institutions, to take no undue risks, to accumulate out of profits a good reserve and to distribute a fair dividend." The second report is for a full working year, the first having only dealt with a period of nine months succeeding the inauguration of the Bank. The results show that the management is in capable hands, and that the bank fills a want without trespassing on the domains of older institutions. A satisfactory improvement in the operations is revealed by the net profit of £190,300, as against £80,700, equal to £133,600 per annum. The dividend is raised from 5 to 5½ per cent. per annum, £32,200 goes to reserve, and £14,000 is carried forward. With £27,500 refunded in respect of stamp duties, etc., and £200, (balance of share premium account) passed to reserve, and £24,228 from profits, the total at the credit of the fund is £190,000. On the last occasion £20,400 was written off preliminary expenses and £8,000 was carried forward—altogether a very satisfactory record to place before the shareholders.

### THE LATE SIR PATRICK MANSON.

In the "Journal of Tropical Medicine" for several issues Sir James Cantlie has published personal remarks respecting the late Sir Patrick Manson gathered from intimate association with him whilst he was in practice in Hongkong and for the past twenty-five years in London. In the current issue valuable and important testimony has been gathered by Dr. Louis Sambon, who was more intimately acquainted with Sir Patrick in his literary and scientific work. To Dr. Sambon, moreover, he dictated an account of the evolution of his life's work from its beginning to its completion. It is a marvellous story, and to those who believe in divine guidance, a confirmation of such mysteries. As a scientist, as a physician, and as an organizer, there are few of the great men of the world whose record is more glorious and interesting. Sir James Cantlie adds yet another phase of his life, namely, that of a surgeon. He knew Sir Patrick as a surgeon, and although he publicly stated that he was an indifferent surgeon, Sir James does not bear out that depreciatory opinion. His originality in the matter of the operation for liver abscess was sufficient to stamp Sir Patrick as a capable surgeon, original in conception, precise in execution, versed in the methods of Lister and acquainted with the details thereof. Further, Sir James says as a lithotomist Manson had a great name and great experience.—"China Express" (London).

### A TWENTY-FIVE PER CENT. TARIFF.

CHINESE CHAMBER OF COMMERCE ANTICIPATION.

The Chinese General Chamber of Commerce at Shanghai has despatched the following telegram urging the abolition of likin and an increase in the Customs tariff:—

The likin system is extremely detrimental to the interests of the country and the merchants. We merchants have been hoping for a long time to see it abolished. Owing to the fact that the Customs tariff could not be increased, immediately there was not another sum of money to cover what would have been brought in by the likin system. Now that the Customs tariff is being increased by five per cent, and will later be increased in all to 25 per cent, there will easily be sufficient to cover what is now being collected in the form of likin. Such was the decision reached at the Washington Conference. This Chamber of Commerce has requested the Central Government to treat such increased Customs tariff as likin, which we suggest should at once be abolished. We have also telegraphed to the New Consortium and the Director-General of Revenues urging them not to accept the increased Customs tariff revenues as security for new loans, or any other purpose that will not be recognized by the Chinese people. It is our wish that you should co-operate with us in advocating this.—"N.C. Daily News."

### FLIGHT OVER PACIFIC.

BRITISH AIRMEN'S AMBITION.

Arrangements are being made, the "Central News" learns, for an attempt by British airmen to fly the Pacific from America to Australia. This would be by far the most ambitious undertaking in distance flying ever attempted. The longest stretch of the Pacific which would have to be flown is about 2,940 miles, and the shortest 2,000 miles. It has not yet been decided whether or not a British built and engine machine will be used.

Upon the success of this venture depends the winning of a prize of £10,000, offered some time ago by an American for the first flight from America to Sydney.

ledge the communications of the Union's Branch here, the San Peh Company advanced one excuse or another for not coming to some understanding. Asked whether any foreign company would be affected, Mr. Chung said he did not think they would, with the possible exception of the Robert Dollar Company. Butterfield & Swire and Jardine have so far lived up to their word, said Mr. Chung, who felt sorry the same thing could not be said in regard to his own countrymen who were in the shipping trade.

### A CHINESE SPORTING OUTFIT.

TECHNICAL OFFENCE LEADS TO TEMPORARY CONFISCATION.

George Sing, a respectable Chinese, in European attire was charged before Mr. Hamilton at the Magistrate's yesterday morning with the unlawful possession of one sporting gun, three rifles with spare parts, 150 empty shells, 350 rounds of ammunition, 1,000 copper primers and several pounds of powder. The man was arrested on Sunday shortly after his arrival in the Colony, ex the s.s. "President Jefferson."

Inspector Caygill, prosecuting, said that he had seen the Captain Superintendent of Police regarding the case. The defendant had apparently lived in America for some time. Prior to his departure from the States, according to letters which were produced in Court, an American Commissioner, named Mr. Mark A. Foot, had written on the defendant's behalf to the British Ambassador at Washington, requesting instructions as to the importation of the arms into China through Hongkong. The defendant had received a reply from the Ambassador, stating that they were not sure what the regulations were, but advised the defendant to declare the goods directly he arrived in Hongkong. Inspector Caygill said that there would have been no trouble at all if the defendant had left the arms on the ship under the care of the Captain and reported the matter personally to the police. He had no right to take the arms ashore without permission. According to the defendant's papers he was travelling to Meung village, Sunning District, Kwangtung.

The defendant said he intended to ask instructions from the Police before moving the same, but the porters from his boarding house moved the luggage off the boat without his permission.

The Magistrate pointed out that the defendant had committed a technical offence and imposed a fine of \$25 and gave instructions for the arms to be held by the police for six months pending arrangements being made by the defendant to obtain a permit from the Canton Government to import the arms.

The defendant was highly satisfied with the arrangement and informed the Magistrate he would do his best to obtain the necessary permit.

### SPORT.

BILLIARDS.

A very enjoyable billiard match took place in the Catholic Men's Club, between 2nd Kings Sergt. Mess, and members of the C.M.C. Play commenced on the 9th inst. and finished on the 12th. There were seven players on each side, the following being the names and scores:— 2nd Kings.—Sgt. Major Smith, 233; Sgt. Manamon, 250; Sgt. Fowler, 124; Sgt. Major Reardon, 171; Sgt. Burnett, 250; Sgt. Newton, 243; Sgt. Saunders, 148. Catholic Men's Club.—Mr. T. D. O. Sullivan, 250; Mr. James, 233; Mr. Irvine, 250; Mr. Hall, 250; Mr. Roylance, 147; Mr. Murphy, 250; Mr. C. O'Sullivan, 250.

### WATER POLO.

KING'S F. U.A.C.

The following will represent the United Athletic in above League Fixture, to-day, at the V.R.C. at 5.15 p.m.—S. R. Garrod; G. B. Razavet, K. A. Mason; A. A. Botelho; J. Leonard, D. Laing, C. R. Logan.

### \$20,000,000 TURNED AWAY.

U.S. LINERS TO STAY "WET."

The United States Shipping Board is prepared to sacrifice a possible subsidy of \$20,000,000 a year rather than give up selling drinks aboard its passenger ships. Mr. Lasker, chairman of the board, has told the American Congress there is no profit in "dry" ships. Passengers, he declares, will not travel in them.

Even the subsidy will not suffice to maintain successfully an American mercantile marine without the "wet" privilege. Drinks and the subsidy are both needed, but if a sacrifice has to be made, he prefers to forego the subsidy and allow American ships to sell drinks.

His outspoken remarks on the value of drink-selling to American passenger ships have checked the smooth advance of the Ship Subsidy Bill. This measure proposes to grant American shipping a subsidy of more than \$20,000,000 a year, and some of its supporters see in its passage the Stars and Stripes of the American mercantile marine dominating the Seven Seas.

The Bill has the earnest support of President Harding. The prohibitionists are furious at the idea of America being dry on land and alcoholically wet on sea. They denounce "Uncle Sam" as being a "hypocritical deep-sea boot-legger," and are determined to throw their powerful weight against the Subsidy Bill unless they receive assurances that American ships shall be drier than the Sahara desert.

### EYE COMFORT.

means better health and better results from your work, and if your eyes require glasses, you have careful and expert examination in fitting the proper correction. Eye comfort requires also just as expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work, over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central.—Advvt. [144]



### THE CARGO BOAT DISPUTE. LIGHTERMAN SECEDED FROM THE GUILD.

The Nam Pak Hongs have met with such success with their scheme of alternative lighters that the Cargo Boat Guild is unable to hold its members together. About 100 of them announced their secession, but as 200 boats were plying for hire yesterday, it is apparent that many more are breaking away from the Guild without giving notice. The lightermen live from hand to mouth, financed principally by the banks at Macao and they are apprehensive of difficulty in meeting liabilities if they do not soon get back to work.

In any event, the Nam Pak Hongs are inclined to continue their co-operative cargo boat enterprise. They feel that it will prevent their being in the hands of the lightermen, irrevocably, in the future. Another advantage is that transport can be better organised so that a temporary rush, and consequent higher prices, at certain hours of the day may be avoided.

### BATHING IN THE NULLAH. AN EXPLANATION OF A REPORT.

When a charge against men bathing in the nullah to the east of Garden Road, was called in Mr. E. W. Hamilton's Court, yesterday morning, the Magistrate remarked that the case would be of interest to the press as the *China Mail* had misreported a previous case of a similar nature.

The defendants in the case, four adult Chinese, were charged with having "exposed their persons" in public while bathing in the nullah.

Sergeant Booker and two Indian constables said that the defendants were stark naked in the full view of those passing on the road.

The Magistrate asked the Sergeant if he had received any complaints from any ladies about the nuisance.

The Sergeant said that his wife who was with him remarked to him that this sort of thing was of practical daily occurrence in the vicinity, and several other ladies had also made the same statement.

All the defendants denied that they were naked.

"They were fined \$4 each, with 7 days' imprisonment as an alternative."

At the conclusion of the case the Magistrate said that it might interest the press to know that the offence for which the defendants were fined was exposing their persons, and not disturbing a church service as was the impression given previously.

The original report was published in the *Daily Press* in a sketch of "Bank Holiday" at the Magistrate's Court. The reporter, as he was writing a sketch and not an ordinary account, intentionally avoided the ugly phrase "exposing his person," but though it was mentioned that the diversion of the bathers, disturbed the services in the neighbouring church, the nature of the charge seemed sufficiently indicated by the references to nakedness and the stress laid on the fact that the offenders were grown men and not young boys. The Magistrate's remark, "most unusual for Chinese of this age to do such a thing," also hinted at the nature of the charge.—Ed. H.D.P.

### FATAL SHOOTING NEAR CENTRAL STATION.

#### WEALTHY CHINESE SHOT.

On Sunday night about 10 p.m. a Chinese was shot at and fatally wounded near the Old Bailey, which is in close proximity to the Central Police Station. The assassin made good his escape and up to a late hour yesterday afternoon no arrests had been made.

The man, who was fatally wounded is a wealthy Chinese named Fung Tsun Un, who is a well known and highly respected in the Chinese community. He was interested in a number of local Chinese financial concerns and was licensee of the well-known "Hongkong Restaurant" at West Point. He was also on the committee of the Sai Hing Ton (Guild of West Point restaurant owners). The restaurant was one of the few restaurants to re-open in spite of a strike of a portion of the employees which has been going on for several months. The shooting is said to have been the result of this strike.

From all accounts it appears that the late Mr. Fung was proceeding up the street near the western entrance to the Police Station when his unknown assailant came up behind and fired a shot at him from point-blank range. The assailant immediately took to his heels and disappeared before the few people in the street realised what had happened. The wounded man, not thinking he had been seriously hurt, blew his whistle vigorously, and the police off duty trooped out of the Central Station in great force. After being led into the Station by two constables Mr. Fung collapsed and was removed to hospital by ambulance where he died shortly after admission. Medical examination showed that he had been shot through the heart.

### THE SWATOW TYPHOON DISASTER.

#### RELIEF FUNDS STILL GROWING.

The General Chamber of Commerce Fund for the relief of distress at Swatow was largely augmented yesterday by a contribution of \$3,000 from the Chartered Bank of India, Australia and China and another of \$1,000 from the East Asiatic Co., Ltd. (Bangkok), Messrs. Palmer & Turner contributed \$200; the Hon. Mr. H. W. Bird, \$100; Messrs. J. D. Hutchison & Co., \$200; Messrs. G. P. and H. A. Lammert, \$150 each; Mr. O. Kitchell, \$100; Mrs. Kitchell, \$50; Messrs. A. R. Moulder & Co., Ltd., \$100; Mr. A. H. Harris, of Canton, \$50; Messrs. Watanabe & Co., Ltd., \$50; and Mr. W. L. Patterson, \$25. The total now reaches \$20,880.

The local vernacular papers contain advertisements of subscription lists collected by various Chinese organisations. No totals are given and it would be a work of some difficulty to add up the lists, but they evidently represent in the aggregate, a considerable sum. On Saturday, a well-known Chinese Amateur Dramatic Society, the Chung Sing, organised a street "drive." A sheet was carried to receive such contributions as might be thrown into it and cone-shaped collecting receptacles at the end of bamboo poles were held up to occupiers of upper floors. A great noise was created and the collectors dramatically cried, "Save life!"

The *Canton Times* states that General Chen Chiung Ming has instructed Brigade-Commander Yen, at Swatow, to allocate \$20,000 to the Swatow Relief Fund. The same journal published acknowledgments of subscriptions received from General Yip Kui, \$2,000; Commissioner Chung Shou Nam, \$1,000, and other contributions. The same journal also says that "the various foreign Consuls at Swatow have assented to a proposal to increase Customs duties there by 10 per cent. and have cabled their Ambassadors at Peking for approval; also that the Peking Government has been asked by Swatow for a contribution of \$200,000."

### THE RED CROSS.

#### AMUSING INCIDENT AMONGST THE YAU-MATI WATER CARRIERS.

"Out of the way, varlets; make room for the Red Cross." The long queue of Yau-mati water carriers at the Temple Street fountain, on hearing this command, divides to the right and to the left. A perspiring ricksha puller dashes up. He is dressed in a gaudy uniform with a broad white sash across his breast, bearing the sacred emblem of the Red Cross in the centre. He breathlessly explains to the English Police Sergeant that his master (a doctor) needs water for a patient who is seriously ill nearby. The constable and the crowd are sympathetic. The tap is turned on, the buckets filled and away dashes the perspiring coolie on his mission of mercy. The scramble for water is resumed and the long queue seems endless.

Suddenly the cry goes up again "Red Cross; make way for the Red Cross." The queue divides itself again to the right and to the left. An old woman, in coolie clothing, staggers down the line armed with a bamboo pole, and three buckets on either end.

Across her breast is a dirty piece of white cloth with a dab of red paint, criss-cross fashion, in the centre. She spies the Sergeant and turns to flee. The all-powerful "Pom Pom" beckons her on, and the crowd closes in behind. She tries to explain but fails. Her cry of "Red Cross" is taken up by the crowd who jostle closer round the fountain. Some of the more daring try to push her head into a bucket of water, but the Sergeant will not allow horse play. To the amusement of the crowd the woman is divested of her false regalia and led to the rear of the queue where with other late comers she has to listen to the flow of the fountain and count the "weary hours" until her turn to fill up comes along.

### FILIPINO CLUB RAIDED. FOURTEEN MEMBERS CHARGED WITH GAMBLING.

On Saturday night the police raided the Filipino Club at No. 25, Ice House Street and arrested 14 Filipinos on a charge of gambling.

The Filipinos were produced before Mr. Hamilton at the Magistrate's Court, yesterday, after granting a formal remand, arranged for the case to be heard on Thursday afternoon.

Twelve of the number were charged with gambling and the remaining two, Manuel Ramos and Hilario Castro, were charged with keeping a common gaming house. The latter two were released on bail of \$100 each and the remainder were allowed bail of \$10 each.

### THE TRAGIC DEATH OF MRS. ARTHUR CHAPMAN.

#### VEHICLE TURNS SOMERSAULT.

The *Times* of July 3rd contains the following account of the motor collision near Ramsgate in which Mrs. Arthur Chapman (wife of Colonel Chapman, V.D.), formerly of Hongkong, was killed:

"Two women were killed and two others seriously injured in a bad motor smash which occurred on the evening of July 2nd, at the Lord of the Manor cross-roads, near Ramsgate. One car, driven by Fred Pay, of Margate, contained Mrs. Sherrin (wife of the owner of the car, who is also the proprietor of the Rosburgh boarding-house, Cliftonville); Mrs. Frank Star, her sister; Mrs. Star's little boy; and Colonel and Mrs. Arthur Chapman. This car was proceeding from Margate to Sandwich. The other car, belonging to Mr. Charles Samuel Farris, of Ford Road, South Bermondsey, was driven by Fred Birch, of the same address, and was proceeding with eight or nine passengers, including a Miss Alice Brookman, of London, from Ramsgate to London. The former car turned a complete somersault, the second car turning over on its side. Mrs. Chapman was killed instantly, and Mrs. Sherrin died in hospital. Miss Star and Miss Brookman were seriously injured, others escaped with minor injuries. Neither driver was hurt. Both cars were completely wrecked."

A Dent taxi-driver, who was an eye-witness of the collision, said: "I was near the spot and I could see that a collision was inevitable. Both drivers seemed to hesitate, and then increased thinking they could possibly clear each other. Unfortunately one of the cars swerved, and in an instant they crashed into each other head on, both cars rearing up and then turning over in the centre of the road. Two well-dressed women in cars lay huddled together underneath the cars. I could see they were past all aid. Another woman was bleeding profusely, whilst a fourth lay in the centre of the roadway. Jewellery, money, and torn clothing lay scattered about. Some of the less seriously injured were buried beneath the cars, crying for help. The most remarkable thing is that both drivers of the wrecked cars escaped practically unhurt. One actually got out from his wrecked car unaided."

### DOUBLE MANSLAUGHTER VERDICT.

At the inquest on July 11th, Miss Gabrielle Harvey, the only eye-witness, said that neither car appeared to alter its speed before the collision.

Charles Samuel Farris, baby carriage manufacturer, Bermondsey, owner of the Austin car, estimated its speed at twenty-four miles an hour. He had absolute confidence in Birch, the driver.

Colonel Chapman, who was travelling in the Sunbeam, whose wife was killed, said Pay, the driver of that car, was not going at an excessive speed.

The jury returned a verdict of manslaughter against Joseph Duggan Birch, 25, of Fort Road, South Bermondsey, driver of the Austin car, and Frederick William Pay, 18, of Ramsgate Road, Margate, driver of the Sunbeam car. Birch in his evidence said he never saw the Sunbeam car until it flashed in front of him. Pay said he saw the other, but thought he could clear it by quite four yards.

### SOLICITORS AS COUNSEL. ACTION BY THE LAW SOCIETY OF LONDON.

The *China Express and Telegraph* (London) says:

Recent advices from Hongkong told us that, consequent on a dearth of barristers owing to absence on leave, indisposition, and other causes, it was arranged that some, at least, of their work should be undertaken by solicitors. Interest will therefore be felt in the action which has just been taken by the Law Society in London. By a majority of two votes—50 to 48—the Society at its annual meeting decided that steps should be taken to secure that in cases where counsel, having accepted a brief, failed to appear at the hearing, the solicitor instructing him, should be allowed to conduct the case himself. Instances were cited where the interests of clients were greatly affected, because counsel who had been briefed were on their feet in another Court. The reasons for inability to attend in Hongkong were much more emphatic, because there the case is one of actual shortage of counsel, and it makes the appearance of solicitors essential. With regard to solicitors' remuneration, it was stated that application had been made to the Lord Chancellor for permission to charge "lump sums." The Lord Chancellor had appointed a committee, and although the report was strictly confidential, it might be said it was not hostile.

### LOCAL CHINESE PRESS COMMENT.

#### RE-ORGANIZATION IN KWANG- TUNG.

The *Tsun Wan Yat Po* suggests three policies which will speedily bring peace to Kwangtung. It says that as Dr. Sun has left Canton, the obstacle to peace has been removed, and according to General Ip Kuei's circular telegram re the situation on the North River, "the enemy is conspicuous by his absence." But the Cantonese must realise that although one rival element has been obliterated and the outlook is not darkened by the immediate prospect of war in the Province, they should not be lulled into a false state of security and feel that "they can sleep in peace." As yet they have no cause for mutual congratulation. Recent events are still fresh in the memory of the public. The champions of the Constitutional movement found a domicile in Kwangtung and Canton was made the headquarters of the movement. The Cantonese were supposed to have espoused the cause, and money was extracted from the Province. "What is the result of this movement? What material benefit has the country received? Have the blessings of the people been increased? We welcomed the self-government movement, but we cannot point to any one measure resulting directly from popular representation; invariably we have had to obey the wishes of the political partisans." As in some other provinces, the control of the military, political and financial bureaus has been in the hands of a few politicians, who have conducted them as though they were their private ventures. Popular opinion has never existed in Kwangtung. Orators have always had to qualify their utterances to suit the party in power. If anybody declared that Sun had no right to style himself President he was forthwith dealt with as a conspirator. The Press never enjoyed the liberty it was supposed to possess. If one published reports of conflicts between the Sun and Chen troops, he was considered a pro-Chen propagandist. "Our chronic pains are a constant reminder of our sufferings." What has happened in the past should put us on our guard in the future.

There is confidence that unbounded opportunities await the Cantonese when the muddled affairs of the Province are re-organised. Firstly, the men in charge should pay immediate attention to the depreciated paper currency, and even sacrifices should be made to bring it to face value. Secondly, the banditti, who style themselves "The People's Army" should be entirely stamped out, thereby relieving the civil population from a great pest. Thirdly, the slogan "Canton for the Cantonese" should be carried out to the letter. The public should see that its leaders work for the common weal and not devote their allegiance to the interests of any one party.

One should always remember the old saying of "Watch the preceding vehicle" (which has fallen). If the vehicle of Kwangtung's progress be allowed to pursue the same course as hitherto, it will only lead to the destination of internal strife. The strict separation of "public" and "private" aspirations must always be enforced to bring about re-organization in Kwangtung.

### DR. SUN'S POPULARITY.

The *Tai Kwong Po* (Hongkong) has a laudatory editorial in which Dr. Sun is referred to throughout as "President Sun." It explains that he has gone to Shanghai as the political activities of China are now centred in the Yangtze Valley. He has not fled, but has gone North of his own accord to facilitate his labours. It draws a parallel between Sun and Ngo Fay, a hero of the Sung Dynasty who was famous for his fearlessness and dislike of reward; he is extolled as a man of education and one who has all along adhered to his principles. It is claimed that he commands the profound respect of both Chinese and foreigners.

### CHINA'S WOMANHOOD.

According to the *Tsun Wan Yat Po*, a "Woman's Progress Association" has announced a programme embodying seven points. It aims to secure the following: (1) The control and attendance at all places of education to be thrown open to women; (2) Women to receive the same constitutional rights as men; (3) The alteration of the existing laws governing the rights of husband and wife, children, adoption, legacies and personal liberty, bringing women to the same status as men; (4) The alteration of the laws relating to marriage; (5) As regards matrimony, the consent of both parties must be obtained; the taking of concubines to be treated as bigamy; (6) The forbidding of public brothels and the purchase and sale of girls as *nu-tai* and the binding of children's feet; (7) Women to receive the same scale of pay as men for the same class of work, arrangements to be made to facilitate mothers taking up work and women labourers to be protected.

**Walk-Over**

**LANE, CRAWFORD, LTD.**



**A NEW VERSION IN  
MEN'S STYLE**

There are Men of Slight Build who will not wear Bulky Square-Toed Shoes all the Time. They seek compromise.

This Mode is not Dandified. It is the Correct Style, and Favoured by Many.

**THE BALFOUR**

**IN BLACK, BROWN, & WHITE.**

**Walk-Over**

**LANE, CRAWFORD, LTD.**

**SODA FOUNTAIN**

**CAFE WISEMAN.**

**SUNDAES, PUNCHES,  
ICE CREAM SODAS,  
ALL FLAVOURS**

**BEST SERVICE. HIGH QUALITY.  
LOW PRICES.**

LANE, CRAWFORD, LTD.

**COLUMBIA RECORDS**

FOR

**AUGUST.**

**JUST RECEIVED**

AT

**ANDERSON'S**

(OPPOSITE CITY HALL).

**Wm. Powell Ltd**

TELEPHONE 3148.

**JUST RECEIVED**

**A SPLENDID ASSORTMENT OF FLOWERS FOR EVENING WEAR AND MILLINERY.**

**Also the LATEST NOVELTIES in DRESS GIRDLES.**

**Prestige**

Prestige cannot be created in a day, it is the result of years of effort to serve, to be fair, to be prompt, courteous and reliable, and to set a standard of excellence in all business dealings.

It is only by sparing no pain or effort to give our customers the highest possible measure of satisfaction that we hold the position we do to-day.



## NEW ADVERTISEMENTS

## THE ROYAL HONGKONG GOLF CLUB

THE Old Course at Fanling will be OPENED as from SATURDAY, the 26th AUGUST, 1922, and the ball for starting times will come into force as from SUNDAY, the 27th AUGUST, 1922.

The New Course at Fanling will be CLOSED as from the 26th AUGUST, 1922, until further notice.

By Order,  
DERBY SMITH, SETH & FLEMING,  
[1359] Secretaries & Treasurers.

## WANTED.

WANTED by Order. First or End, a Reliable NURSE, preferably English, for a three year old girl—with annual help, for three or four years, with home passage. Correspondence addressed MADAME DE ROSS, Italian Consulate-General, Shanghai. [1356]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of Aug., 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Shamshing in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Kule, for one further term of 21 years, less 3 days.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Area	Useful Area
Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

## "GLEN" LINE LIMITED.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, COLOMBO & STRAITS.

## THE Motor Vessel

## "GLENADE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st Aug., 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 21st Aug., 1922, at 10 a.m. Claims against the steamer, including those for cargo short delivered must be presented on the spot, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 13th August, 1922. [1355]

## VERENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

## HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

## NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, BREMEN, HAMBURG, LISBON AND GENOA.

## THE Steamship

## "SEMELAN"

having arrived from the above ports, Consignees of Cargo by her are notified, that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th August, 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 18th Aug., 1922, at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVO-CHINA-JAPAN LITH, General Agents.

Hongkong, 12th August, 1922. [1358]

## CONSULAT DE FRANCE.

Re TENDERS FOR THE LIGHTING OF THE TOWNS OF PORT BAYARD & TCHIKAM.

WE beg to inform the Public that the ultimate date for the reception of the Tenders for the Lighting of the Towns of Port Bayard and Tchikam which has been previously fixed on the 1st of October next has been postponed till the 29th of NOVEMBER, 1922.

P. KUMMER, Consul for France, [1348]

## INTIMATIONS.

## HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Cards for the Annual Race Meeting 1922 will find lists posted at the Hongkong Club, Jockey Club Stables and Race Course. [1340]

## THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING of Members will be held at the Jockey Club Rooms, Hongkong Club Annex on TUESDAY, 15th AUGUST, at 3 p.m., for the purpose of considering a Recommendation of the Stewards for the improvement of the arrangements at the Race Course for the Parimutuel, and the provision of a Members' Enclosure.

Plans of the proposed alterations can be seen at the Office of the Clerk of the Course, c/o Messrs. Moxes & Tatlow, Victoria Buildings, Queen's Road Central.

A great attendance of Members is particularly requested. [1342]

## NOTICE.

## WAH HING &amp; CO.

(No. 78, DES VUEZ ROAD, CENTRAL).

CONTRACTORS TO H. M. NAVAL YARD, Hongkong. Importers & Exporters; Coal Merchants; General Contractors and Provision Merchants; Shipping Agents, Stevedores, etc., etc.

WE have this day appointed Mr. J. B. HUGHES as Sole Manager of the above Company.

WAH HING & CO. [1350]

Hongkong, 11th August, 1922.

## NOTICE.

WE beg to inform the public that Mr. TUNG MAN KEE has no longer any connection with our firm.

WAH HING & CO. [1351]

Hongkong, 11th August, 1922.

## THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per share for the six months ending 30th June, 1922, will be PAYABLE on TUESDAY, 22nd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 15th to TUESDAY, August 22nd, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
JOHN ARNOLD, Secretary. [1344]

Hongkong, 8th August, 1922.

## HONGKONG HOTEL CO., LTD.

## NOTICE.

ISSUE OF 17th FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10, AT A PREMIUM OF \$5 EACH. (\$3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (\$3 plus \$2 premium per share) will be due on TUESDAY, the 15th August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 2nd to TUESDAY, the 15th AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. Y. WARD, Acting Secretary. [1302]

Hongkong, 27th July, 1922.

## MARRIED LOVE

## Wise Parenthood.

## Radiant Motherhood

## BY

DR. MARIE STOPES.

## ON SALE AT

## BREWER &amp; CO.,

23, QUEEN'S ROAD, C.

TEL. 690. [1349]

## TOD-NIGHT AT

## THE CORONET

NORMA TALMADGE

## THE WAY OF A WOMAN.

## KOWLOON THEATRE.

## NÉGLIGÉ

## DANCE.

## INTIMATIONS.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at Noon, for the purpose of considering and if thought fit approving the draft New Articles of Association for the Society which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Society's Registered Office at Nos. 3 and 4, Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subject Resolution will be proposed as an Extraordinary Resolution, namely—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of "and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1922, at Noon, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1922.  
By Order of the Board,  
C. MONTAGUE EDE, General Manager. [1212]

## BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at 12.10 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subject Resolution will be proposed as an Extraordinary Resolution, namely—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1922, at 12.10 p.m., for the purpose of receiving a Report of the proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1922.  
By Order of the Board,  
C. MONTAGUE EDE, General Manager. [1213]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at 12.15 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subject Resolution will be proposed as an Extraordinary Resolution, namely—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1922, at 12.15 p.m., for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1922.  
By Order of the Board,  
C. MONTAGUE EDE, General Manager. [1214]

## INTIMATION.

Despite the Largely Increasing Demand for

## WATSON'S

E

## SCOTCH

## WHISKY

We can guarantee that for a long time yet, all Customers—old and new—may rely on imbibing Real pre-war Whisky—of genuine age. For such is the quality of WATSON'S E. Whisky.

## A. S. WATSON &amp; CO., LTD.

## Wine &amp; Spirit Merchants.

ESTABLISHED 81 YEARS.

## BIRTH.

MEAD.—At Eastbourne, on July 6th, wife of E. W. MEAD, H.B.M. Consular Service, China, daughter.

## MARRIAGE.

ALLEN—HARTIGAN.—At St. James's, Paddington, on July 11th, GEORGE EDWARD ALLEN, late of Chartered Bank of India, elder son of late Whitworth Allen, Penang, and Mrs. Allen, Bexhill, to MARY ALICE, formerly of Hongkong.

## DEATH.

MEAD.—At Eastbourne, on July 7th, FLORENCE COLLYER, of Ravenswood, Woodford Green, late of Footscray, second daughter of the late John Mead.

HONGKONG OFFICE: 10A, DES VUEZ RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 15th, 1922.

## HONGKONG'S PRINCIPAL WAR MEMORIAL.

HONGKONG is much behind the rest of the world in the erection of its public memorials of the Great War, and so little has been heard of late concerning the matter that it is probable there are not a few people in Hongkong who have but a hazy idea of what is contemplated. What is intended is that a replica of Sir EDWIN LUTYENS' famous Cenotaph in Whitehall shall be erected on the Colony's "finest site," which was occupied by the temporary pavilion specially erected for the visit of H.R.H. THE PRINCE OF WALES, and that the major part of the Memorial shall take the form of a Nursing Home on an admirable site already selected on the hillside approached by the new motor road to the Peak. The public will have been sufficiently assured by a perusal of the judgment by the Chief Justice we printed yesterday that the project has not been relegated to oblivion as, perhaps, many may have supposed. It was not until the end of October last year that subscribers to the War Memorial passed a resolution that the subscriptions over and above the cost of the Cenotaph should be devoted to the erection of a

Nursing Home for which there is manifest need in the Colony, a need likely to become more insistent as the Colony continues to develop. The original idea, it will be remembered, was that the principal Memorial should be a Club for the use of the Army, Navy and Civilians, but information was received that the authorities had a scheme in hand which made the abandonment of the Club scheme as a War Memorial necessary, and so it was decided to concentrate on the Nursing Home proposal. It is a project which involves a very heavy outlay, for the idea is to have a large and up-to-date establishment which will excel any institution of the kind at present existing anywhere in the Far East. In the words of the *pro forma* outline of the constitution of the Nursing Home, approved by the Committee and submitted to the CHIEF JUSTICE on their behalf by Mr. BERNARD, "it is aimed in this Institution to provide the very best medical and surgical attention and nursing, such as is beyond the means of the majority of persons in the Colony, without some measure of assistance, and to relieve cases which would otherwise suffer for lack of proper treatment; and in particular to afford to those who served in the late war accommodation and treatment within the discretion of the Committee on special terms" including free treatment where expedient. No greater need exists in the Colony to-day and the Committee are convinced that the funds for a War Memorial could not possibly be devoted to a better or more useful purpose.

"The financial position when a meeting of subscribers was last called, was that subscriptions paid and promised to the War Memorial amounted to about \$170,000 and it was estimated that, after defraying the cost of the Cenotaph, there would be a surplus of \$145,000 to be devoted to the Nursing Home project. H.R.H. THE GOVERNOR last year gave the Committee an undertaking that he would recommend the Legislative Council to contribute from the Treasury a sum equal to the amount subscribed by the public, subject to a maximum of \$200,000, and also to provide the site. This promise was made on the understanding that the Government would not be called upon to make any further contribution in the future, and that the institution would be managed in the interests of the community and not with a view to making a profit. We do not know whether any close estimate of the cost of erecting and equipping the Nursing Home has yet been made, but we imagine that such an establishment as is outlined in the statements we have quoted will not be provided out of the money at present in sight. A further appeal for funds will doubtless be made when the scheme is definitely prepared. Some endowment of the Hospital is obviously essential, and in view of the heavy cost of building and equipping the Home, the community who are keenly interested in the project and naturally anxious to see the future of the Nursing Home thoroughly assured, will welcome the promise which the CHIEF JUSTICE's judgment foreshadows of substantial support from the estate which the late Mr. GRANVILLE SHAPE, bequeathed for the erection and maintenance of the Matilda Hospital. The income from the estate has grown enormously in excess of the needs of that hospital, so that it has been deemed desirable to ask the Court to widen the scope of the charity. It was held by Sir WILLIAM GOODMAN, Chief Justice in 1904, that the "unexhausted portion or surplus of the residuary estate ought to be applied to charitable purposes according to a scheme for the regulation and management of such surplus trust property to be settled by the Court." No scheme of the kind appears to have been submitted to the Court until now, and in the meantime the surplus has greatly increased. Sir PAUL CHATEL and the Hon. Mr. A. G. STOPES, as Trustees, have accordingly put before the Court a proposal—that, as from the 1st day of January, 1922, one half of any surplus income arising from the residuary estate of the Testator, after providing for the maintenance of the Matilda Hospital, shall be appropriated yearly to and applied in or towards the erection and/or endowment of the Nursing Home proposed to be erected as the Hongkong War Memorial." In their affidavit the two Trustees mention that "the estate was sworn to Probate at \$1,020,000, but as the result of careful nursing and judicious handling, after laying out \$346,572.66 on the purchase of a site and the building and equipment of the Matilda Hospital and the Maternity Ward addition to it, the Trustees now hold investments of \$2,730,243.11 representing proceeds of parts of the estate

and accumulations of surplus income and still have a portion of the Testator's residuary estate unrealised, of an estimated value to-day of \$931,250." The CHIEF JUSTICE (Sir WILLIAM REES DAVIES) has generally approved the scheme which the Trustees submitted, but desires to see the scheme fully matured before giving final approval. There should be no difficulty in satisfying the Judge on all the points indicated in his judgment, and the community is to be congratulated upon having now well in prospect a worthy War Memorial in the form of a Nursing Home which will be a credit to the Colony.

A notice of interest to members of the Royal Hongkong Golf Club appears among to-day's advertisements respecting the Fanling course.

The total output of the Kailash Mining Administration's mines for the week ending July 29th amounted to 70,708 tons, and the sales during the period to 49,928 tons.

"The Way of a Woman" is the intriguing title of the Norma Talmadge picture that is being shown at the Coronet to-day. "The Sign on the Door" comes to-morrow.

Admiral Swinton Holland, F.R.C.S., a former Commodore at Hongkong, who died on June 8th, aged 78, left estate of the gross value of £1,613, with net personalty £1,402.

Lieut.-Col. J. R. Wyndham, commanding the 2nd Wiltshire Regt., which was recently stationed in Hongkong completes his period of service this month and will be placed on half-pay.

A Chinese constable, who defended his wife from being assaulted by a strange man, was stabbed in his left hand. The stranger escaped. The constable was sent to the Government Civil Hospital for treatment.

Mrs. McFarlane, of No. 2, Armand Buildings, Kowloon, has reported the loss of a quantity of jewellery valued at \$145. The jewellery is believed to have been stolen from her bedroom between the hours of 7.30 a.m. and 3 p.m. on the 13th.

On Saturday two bodies of Chinese were taken from the water and removed to the Kowloon mortuary. One was that of a man whose body was found floating in a decomposed state in the Naval Camber, Kowloon. The other was that of a woman which was found in the water off Sai Cho Wan.

An extraordinary general meeting of the Hongkong Jockey Club is to be held this evening, as will be seen from our advertisement columns, to consider important improvements to the course, etc., and it is hoped that there will be a good attendance of members.

The death is announced in the London papers of Lieut.-General Sir James Blyth Edwards, K.C.B., K.C.M.G., at the age of 87. The late General commanded for a year (1860-66) the troops in China, and was sent from Hongkong on a mission to inquire into the defence of Australia.

An amah and a cook of No. 29, Wa Sung Street, first floor, were attacked by armed robbers while drawing water from a nullah in Gascoyne Road at a late hour on the 13th. Two of the five robbers concerned were armed with daggers. They stole from the woman a pair of bangles and a pair of earrings, which have been valued at \$104. After the robbery the men ran off in the direction of Hong Hum.

In connection with the stabbing affray in Austin Road, Kowloon, in which a ratten worker was stabbed in the back, the man's alleged assailant, Ng Pui, was charged before Mr. Lindell, yesterday, with maliciously wounding. At the request of Inspector Peter Grant the case was remanded for one week. A medical certificate was handed into Court, which showed that the man had been stabbed at the base of the right lung.

Official advice has been received by the Postmaster-General from Bern that in future two hundred thousand Russian roubles will equal fifty roubles for the purpose of foreign postage, and a postcard will be transmitted at a cost of 120,000 roubles. As there are no stamps of these extraordinarily high denominations, the existing stamps, bearing a face value of from one to fourteen kopeks will continue to be used, but their value will be multiplied by a million; thus, seven kopeks will represent seventy thousand roubles.

Speaking on the Bill which was recently introduced into the House of Commons to provide for the continuance, under certain conditions, of the British nationality of successive generations of British descent born abroad, Mr. Gershom Stewart (formerly of Hongkong) as one who had lived a good many of his years abroad, said he would like to thank the Government for bringing in the Bill, as it would remove a great hardship, and be a great boon to many people who lived in exile in distant lands and have not been able to acquire enough money to retire to spend their last years in their own country. He thought it was a wise measure, because it adds to our outposts and friends in every quarter of the globe, and gives all our brother-countrymen in distant lands a great consolation and pride in remaining Englishmen; especially our subjects in Japan. They do not wish to become Japanese, and this Bill will relieve them. It will also meet a great difficulty in regards to the sons of our citizens in South America, where a man is liable to military service, unless he can prove that he is a British citizen. Concluding, Mr. Stewart said he had often worried the Foreign Office on this point a good deal.



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## OBITUARY.

## VISCOUNT NORTHCLEFFE.

London, August 13th.

The death is announced of Viscount Northcliffe.

[Lord Northcliffe's remarkable career is summarised in the reference book as follows:—Viscount Northcliffe of St. Peter in the County of Kent, cr. 1917; Alfred Charles William Harmsworth, Bt., cr. 1904; Baron Northcliffe of the Isle of Thanet, cr. 1908; Born July 15th, 1868; at Chapelizod, Co. Dublin; eldest son of late Alfred Harmsworth, of the Middle Temple, barrister-at-law, and Geraldine Mary, daughter of William Mallett, Pembroke Place, Co. Dublin; married, 1888, Mary Elizabeth Kidington, C.B.E., R.R.C.; was Director of Propaganda in Enemy Countries and Head of British War Mission, with headquarters at Crew House, during the War; founder of the *Daily Mail*, 1896, and other newspapers; chief proprietor of *The Times*; contested Portsmouth in Unionist interest, 1893; promoted an imperial interest in airship by offering £10,000 for a flight from London to Manchester in 1906, and £1,000 for the crossing of the Channel by aeroplane; has developed a large area of Newfoundland for the production of news-paper.

Viscount Northcliffe has travelled over most of the British Empire and our readers will remember that at the beginning of the present year he was in the Far East, contributing several articles on his tour to *The Times*. Since his return home he made a tour of Germany, in connection, and ever since then the state of his health has caused his family and friends considerable uneasiness, as he has been suffering from heart trouble.

RUSSIAN FAMINE RELIEF.  
ARRANGEMENTS FOR CHILDREN  
AND SICK ADULTS.

London, August 13th.

It is announced that the American Relief Commission is at present feeding over 10,000,000 people in Russia. This will be continued during the winter, but will be restricted to children and sick adults.

IMPORTANT DECISION BY  
RUSSIAN COMMUNISTS.  
RECOGNISE PRIVATE DEBTS AND  
CONFISCATED PROPERTY.

London, August 13th.

It is reported from Berlin the Conference of the Russian Communist Party at Moscow has decided that the Government will no longer oppose the two principles laid down at the Hague, namely, the recognition of private debts and compensation for confiscated foreign property.

BRITISH WORLD FLIGHT.  
MAJOR BLAKE'S ADVENTUROUS  
JOURNEY.

Calcutta, August 13th.

After an adventurous journey from Agra, Major Blake's aeroplane with MacMillan and Malins has arrived. Major Blake was preceded by a train, in order to test the Fairley seaplane on which he proposes to continue his journey.

BRITISH TRIUMPH IN THE  
AIR.FASTEST SEA-GOING AND LAND  
MACHINES.

Naples, August 13th.

A tiny British machine, with a twenty-eight foot span, piloted by Captain Baird, won the International Flying-boat Race and the much coveted Schneider Cup, proving that Great Britain possesses the fastest sea-going as well as the fastest land machine in the world.

## EARLIER CABLES.

REPARATIONS MEETING IN  
LONDON.ALTERNATIVE PLANS UNDER  
CONSIDERATION.

London, August 13th.

Ways out of the impasse reached at the conference were considered at a meeting of the French, Belgian, and Italian delegates this morning. According to a French source, Belgian and Italian delegates will be persuaded to support a proposal provisionally to postpone the general solution of the reparations problem for approximately two months, in which the Allies will decide the conditions on which Germany may be granted a moratorium for cash payments. Meanwhile Germany will have to continue the payments.

Alternatively, it is suggested that Germany might be granted a very short moratorium—for example, six to eight weeks—necessitating lesser guarantees, such as surrender of Customs receipts and collection of the 20 per cent. on exports, concerning which an agreement has already been reached.

Meanwhile the Allies would have to reach an agreement in regard to German payments, funding German debts by loan, and the regulation of inter-Allied debts.

(Continued at foot of next column.)

## AMERICAN RADIO SERVICE.

(Intercepted by the U.S.S. "Tracy,"  
on August 12th, 1922.)

## BASEBALL SCORES.

## NATIONAL LEAGUE.

Chicago, 6; Brooklyn, 1; Boston, 3; Philadelphia, 5; Cincinnati, 1; Pittsburgh, 7.

## AMERICAN LEAGUE.

Washington, 5; St. Louis, 4; Philadelphia, 2; New York, 3.

## No other games were played.

## SERIOUS RAILWAY SITUATION.

AMERICAN GOVERNMENT TAKING  
ACTION.

WASHINGTON.

Chairman Cummins of the Inter-State Commerce Committee has stated that legislation is under consideration which will empower the Government to take over the railroads if transportation becomes seriously interrupted. He said if the strike is not settled and railroads cannot restore order then there was nothing left but for the Government to operate them.

CHICAGO.

There is a serious menace to traffic by the refusal of trainmen to move trains where troops are guarding. Railroad executives and Union leaders are gathered in separate conferences to consider President Harding's proposals.

SOMERSVILLE, INDIANA.

A complete tie-up of both divisions of the Louisville and Nashville railroad has been brought about in Somersville (Ind.) when engineers and firemen refused to take out trains, owing to the presence of troops and alleged faulty and dangerous equipment.

U.S.S. CONGRATULATION TO PRES.  
EBERT.

WASHINGTON, D.C.

President Harding has sent a congratulatory message to President Ebert on the anniversary of the founding of the German Republic. He said, "I am happy to express my sincere wishes and hopes that the great German Republic will steadily go forward along the path which leads to good understanding, prosperity and happiness."

## AMERICAN TENNIS.

SOUTHAMPTON, N.Y.

Vincent Richards was forced to exert himself to the limit before he defeated Kaibio in the Meadow Club Tournament, 6-4, 3-6, 6-3. Robert Kelley defeated Shimidzu, 6-0, 6-0, 6-2.

TEN U.S.S. REGTS. PLACED ON  
INACTIVE LIST.

WASHINGTON, D.C.

The War Department has announced placing on the inactive list ten Infantry Regiments, viz., the 44th, 46th, 48th, 49th, 50th, 55th, 56th, 58th, 62nd and 63rd.

## AUSTRALIA BEATS FRANCE.

LONGWOOD.

Australia defeated France in the Davis Cup Doubles in a hard contest, which was decided only after five sets were played.

EX-AMBASSADOR ELECTED PRES.  
IDENT, U.S.A. BAR ASSN.

SAN FRANCISCO.

Mr. John W. Davis, ex-Ambassador to Great Britain, has been elected President of the American Bar Association.

## U.S.A. RAILWAY STRIKE.

## BOTH SIDES FAVOUR ARBITRATION.

WASHINGTON, August 13th.

The railway strike has entered the stage of direct negotiation as the result of President Harding's mediation. Employers and workers conferred at length and discussed the seniority question, which is the sole obstacle to settlement. It is understood that both sides showed a friendly attitude towards referring the question to an impartial tribunal.

## THE QUESTION OF SENIORITY.

WASHINGTON, August 13th.

Following their meeting with President Harding the Railway Executives announced that they would stand squarely against the restoration of the strikers' seniority rights. They had, however, decided to accept President Harding's proposal that the strikers would return to their old jobs if vacant or on similar work without involving the Executive's surrender of principles regarding seniority, and, if later, questions of seniority arose, they would be referred to the Railroad Labour Board for review.

## FAR EASTERN CABLE

## NEWS.

[THROUGH REUTER'S AGENCY.]

DR. SUN YAT SEN AT SHANGHAI.  
CHINESE ORGANISATIONS DIS-  
APPOINTED BY POLICE ORDERS.

SHANGHAI, August 14th.

Dr. Sun Yat Sen arrived by the *Empress of Russia* to-day. He was not allowed by the Police to come up by the ordinary tender, but he landed at Woosung in a special launch, and motored to Shanghai, thereby disappointing a large number of Chinese organisations which awaited him at the Customs Jetty, where the ordinary tender arrives.

Seen by a Press representative Dr. Sun said the situation was too critical at present for him to make a statement.

## CHINESE ARRESTED IN FRANCE.

## AN ATTEMPT TO LAND OPIUM.

MARSEILLES, August 13th.

Two Chinamen have been arrested whilst attempting to land fifty kilograms of opium.

## THE SITUATION IN CANTON

Dr. Sun's departure has apparently eased the minds of the civil population in Canton. All over the city, shops have opened their doors to business and stocks previously removed for safe-keeping are being rapidly brought back. The street-gates were not closed till very late on Sunday night and it is expected that the Kaitongs will disperse with them very soon. As a result of the Finance Dept. announcing the numbers of the notes legally issued by the Provincial Bank, the paper currency has steadily appreciated in value. The small denominations are quoted at about 45 per cent. and the \$1, \$5 and \$10 are worth about 85 per cent. of their face values. None of the junk-ferry plying between Canton and the interior that previously suspended running have returned as yet; this is due to the towing launches being still requisitioned to transport the military.

A rumour has been circulated in Canton re Dr. Sun's departure. He is said to have told the crew of the *Wing Fung* that he had received advice of a remittance from Chinese in America and was going to Shanghai to collect the funds when he boarded the *Moerlan*. Arrangements are now being made for the cruisers *Wing Fung*, *Tai Yu* and *Yu Cheong* and the destroyer *Tung On* to return to the main squadron. Admiral Tong-Ting Kwong has promised that the respective crews will not be punished.

Ngai Bong Ping has again announced that he has definitely retired and has instructed Brig-General Chan Cheung Po to take charge of the troops previously under his command. The majority of Ngai's troops are now stationed around Shui Ping on the West River.

No more trouble is anticipated for the present from Shin Kwan and the troops previously rushed up are being sent back to their original stations. It is feared that a body of pro-Sun troops at Wuchow may try to come down the river but the Kwangtung commanders have prepared for eventualities. It is reported that bandits have been active in the southern districts of Ko Chow and Lin Chow and that the town of Tin Pak has been taken by "The People's Army." Wong Keung, who was in command there before the recent crisis took place, is hastily bringing his troops back to re-take the town. Fighting on a minor scale has also been reported from San-mei which is not far from Swatow.

The prominent commanders have decided that Chen Chiung Ming should be invited to return to Canton. Even if he were to refuse the Civil Governorship, he would be persuaded to assume command of the troops and arrange as to the disposal of the superfluous men enlisted during the trouble.

## AMERICAN SHIPPING BILL.

BRITISH GOVERNMENT'S  
ATTITUDE.

In the House of Commons, on July 10th, Mr. Gilbert (C.L., Southwark, Central) asked the Under-Secretary for Foreign Affairs whether he could give any information as regards a measure introduced into the United States House of Representatives favouring American shipping and proposing to penalise British shipping and other shipping.

Mr. C. Harmsworth: The main feature of the bill referred to by my honourable friend is as stated in my reply on May 22nd. The other important provision is one by which 50 per cent. of the total immigration traffic to the United States of America should be reserved to United States vessels. Since its first introduction this bill has been modified, but the principle remains the same. His Majesty's Government are considering carefully the effect on British shipping to be apprehended if the measure becomes law, and the Departments concerned are in consultation with a view to decide upon such steps as might become necessary in the future if the bill is passed.

Mr. Baldwin informed Mr. Gilbert that American-owned ships on ocean voyages proceeding through the Panama Canal had no preference on the dues and charges as against British-owned vessels using the same canal.

Replying to a further question by Mr. Gilbert, Mr. Baldwin stated that while American coastwise trade was specially reserved by American law to American-owned vessels, they had not a free passage through the canal.

## OPEN GOLF CHAMPIONSHIP.

## WON BY AMERICAN.

## DUNCAN'S GREAT EFFORT.

[BY BENJAMIN DARWIN.]

SANDWICH, June 23rd.

For the second year running America has won our Open Championship. Walter Hagen won to-day at Sandwich, and thoroughly deserved to. He is a great golfer, and a great fighter. He once came near to collapsing to-day, but his last round was a wonderful effort of skill, concentration, and courage.

If there is one thing more than another which won him the Championship, it was his putting, and it becomes tolerably obvious that, unless our younger professionals do some hard thinking and learn to hit the ball truly on the green, America will win again and again. It used to be good enough to play wonderful shots up to the green and then waste a gentlemanly number of putts. Against a player of Hagen's class it is not good enough. The ball must be on the green, and we do not hit it. There is the matter in a nutshell, and we should be grateful to Hagen for teaching us this lesson. I say this deliberately, even though Duncan's wonderful but just unsuccessful rush in the last round redeemed British golf to some extent, and redeemed a hundred times over his own failure in the crucial third round. Still, it was the putting that did it, and that cannot be rubbed in too hard.

## THE THIRD ROUND.

Yesterday our men were the early starters; to-day Hutchinson led the way, followed by Hagen, but this was no advantage to them as regards the weather, for it was a cold, blustery morning with squalls of rain. Hutchinson played practically faultless golf. His iron play was admirable, and he backed the doubtful putts with splendid confidence. He was out in 34, and went on smoothly until the 14th hole, where he topped his second, and with his third hit the footbridge across the canal, and his ball rebounded far into the rough. That might have meant a seven or an eight, but he recovered grandly and got a six after all. Only one stroke went astray after this, a rather short putt missed at the 16th, and he finished in 73, a fine achievement, which gave him a total of 233 for the three rounds.

Hagen, immediately behind, looked like doing a fine score. He was out in 38, and there was nothing to complain of until the last four holes. He dropped a stroke at the 15th hole, played a very crooked tee shot to the 16th, and took a four, and then came perilously near to breaking down altogether at the last two holes. They cost him six apiece, and that deservedly, for he was wild from the tee, and once again showed a tendency—very curious in a golfer—to underclub himself through the green, and so to swing himself off his legs. As a result Hagen finished in 79, lost six shots to Hutchinson, and was, therefore, two strokes behind him for the three rounds. The next likeliest man was Barnes, and he made a bad start. Some well-meaning, but very indiscreet, person told him Hutchinson's score, a thing that no spectator should ever do, and Barnes started in a disconcerted frame of mind accordingly. He began with two poor fives, and at the fourth hole fluffed his tee shot into the air, and ultimately holed out in six. A five followed at the fifth hole, and then he pulled himself together like a man and reached the turn in 38.

Meanwhile, a little behind him, Taylor was setting the spectators shouting, laughing, and almost crying with joy. At the first hole he was bunkered, but he recovered finely, and got a four. He went on perfectly with 3, 4, 3, 5, 4, 3, and then came the climax. He laid his brassie shot nearly dead at the seventh, and holed out for a three. At Hades he followed a fine tee shot by a six-yard putt for a four, and the crowd went mad for two solid minutes. Then, alas! a check. He got into no bunkers at the ninth, and had a five for the tenth, but he muddled about and took six. At the 10th hole he played two of the best shots that ever were seen, and then took three more. This was something of a death blow. I suppose flesh and blood could not quite stand the strain. At any rate, there were three putts to be recorded at the 11th and the 12th holes and a six at the 13th hole. The spectators were stricken and heartbroken, but they soon had cause to rejoice. Taylor played the 15th and 16th holes well, and got a glorious four at the 17th. He lapsed once more, and took six to the last hole; but, even so, he was round in 78, and only one stroke worse than Hutchinson.

## THE LAST ROUND.

While these harrowing events were taking place, Barnes was fighting his way home gallantly. He never again lost his grip on the game, came back in 39, and finished equal with Hagen and two strokes behind Hutchinson. Just before half-past 12 Duncan's chief of British hopes, began his third round, and Hutchinson and Hagen began their fourth round just behind him. About 25 minutes after they had started a violent deluge of rain descended on Sandwich, and every man jack who was out in it must have been soaked nearly to the skin.

When the deluge ceased it was time to catch up Duncan, Hutchinson, and Hagen, who were following one another. I should interpolate the fact that Whitcombe, Dorchester, and Gassiat, the Frenchman, had played two very fine rounds, which brought them up to Barnes and Hagen. Still, it was the big men who had to be watched, for one felt that one of them would win. Duncan must be dismissed briefly. He began shockingly, pulled himself together for seven or eight holes, and then petered out. His 31 was practically hopeless. Hutchinson played finely to the turn, which he reached in 36, in spite of a seven at the fourth hole, where he was out of bounds. Then a few strokes were dropped, and he ended in 70. It was good, but not good enough.

Hagen, who had shaken off his uncertain mood of timing, was chasing him very grimly. He was out in 35, started home with a five and four, and then a lovely pitch and putt gave him a three at the 15th. He had a five at the 13th hole, and a great shot up to the 14th and another putt gave him a four. There was a hard-won four at the 15th hole, and then he played the grandest imaginable tee shot to the pin and ending six feet away. His putt went right into the hole and out again, and even so he was one under four with two to go. Every one felt now that he was watching the winner. Two noble shots reached the 17th green, two putts, and there was one four done. The last, he missed by the very inch and ended in 72. So now we knew Barnes had a 72 to tie, Taylor 73, Whitcombe 73, Gassiat 73, and Duncan and Vardon 68. It seemed hardly conceivable that any of them would do it, but Barnes came within one stroke, and later so did Duncan.

Barnes made an amazing effort, for he had six at the third hole, which should be a three or at worst a four. From that point his golf was perfect. He holed no long putts, but he clung to an average of four until finally he had a four to tie. His drive was a fine one, but his brassie shot was pushed out and finished in the rough. He pitched boldly up, but he took five and ended in 73—an unsuccessful spurt, but one unsurpassed for bravery and fine golf.

Taylor, Whitcombe, and Gassiat had all, so we now heard, taken 37 to the turn, and this left them with practically impossible tasks. Taylor did wonderful things, and almost looked like achieving it, but the last two long holes beat him, and a five and a six made him 78. Gassiat killed himself with a seven at the 17th. Whitcombe played a good round, but not good enough. Vardon and Duncan had 68 to tie. Vardon was out in 33, and even so missed some holeable putts.

Duncan did the first 12 holes in 46, but still things seemed hopeless. Then came a terrific three at the 13th, and suddenly the thing seemed possible, especially as Duncan was putting everything near the flag. He had a putt for four at the 14th hole, but missed it; another for three at the 15th, and missed it. To the 16th he played the greatest shot of all, and down went a six-footer for two. Two fours to tie now, and he got the first, although not without a struggle. To the 18th he hit two grand shots amid the most breathless excitement, and lay just off the green. Alas! he was short, very short, with his pitch-and-run, and, though he tried hard, the putt never looked like going in. And so he was beaten, but there was certainly never a more glorious defeat.

## SCORES:—

W. Hagen (U.S.A.) 78, 73, 79, 78—300  
G. Duncan (Hanger Hill) 78, 75, 81, 69—301  
J. Barnes (U.S.A.) 75, 78, 77, 73—301  
J. Hutchinson (U.S.A.) 79, 74, 73, 76—303  
C. A. Whitcombe (Dorchester) 77, 79, 78, 75—303  
J. H. Taylor (Mid-Surrey) 73, 79, 79, 77—304  
J. Gassiat (Chantilly) 75, 78, 74, 79—308  
T. Watson (Lytham and St. Anne's) 75, 78, 77, 77—307  
H. A. Vardon (South Herts) 70, 79, 74, 75—307  
P. Allis (Clyde) 75, 79, 78, 77—308  
C. Johns (Purley Downs) 78, 76, 80, 75—309  
L. Holland (Northampton) 79, 81, 74, 76—310  
F. C. Jewell (North Middlesex) 75, 80, 78, 77—310  
E. B. Whitcombe (Marlborough) 77, 78, 77, 78—310  
A. G. Havers (West Lancs) 78, 80, 78, 74—310  
G. Gadd (Rochampton) 78, 81, 76, 77—310  
A. Boomer (Paris) 75, 80, 78, 80—311  
A. R. Whelldon (Moresey) 80, 80, 76, 75—311  
A. Mitchell (North Foreland) 79, 79, 78, 76—312  
The Hon. Michael Scott (Royal North Devon) 77, 83, 79, 74—313  
H. J. Osborne (Newquay) 80, 81, 76, 76—313  
J. H. Kirkwood (Australia) 79, 78, 80, 78—313  
Mr. W. I. Hunter (Walmer and Kingsdown) 77, 81, 75, 81—314  
W. Pursey (East Devon) 77, 81, 80, 76—314  
T. King (Royal West Norfolk) 83, 78, 78, 75—314  
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## PREY OF HARPIES.

BRITISH SAULERS IN FOREIGN  
PORTS.

"At sea the sailor is the epitome of courage and resource; ashore a child can lead him, and it is not always an innocent child that leads him in a foreign port," said the Duke of York recently at a meeting of the Mediterranean Missions to Seamen in the Mansion House, L.C.

The bar where the drink is bad and the gambling hell where the play is crooked leave him an easy victim to the harpies who await his fate," the Duke continued. "I know enough of the sailor and the utter friendlessness of foreign ports to realise that he visits these places, nine times out of ten, because there is nothing else for him to do and nowhere else for him to go."

Every Mediterranean port has its dangers, which can be met only by healthier and safer counter-attractions. "You cannot fight the evils of these ports by offering the sailor a tract, a bun and a glass of milk," said Mr. Stanley Baldwin, President of the Board of Trade. "You must provide a place where he can read newspapers and play games."

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THE ALLIED VICTORY AND  
EASTERN PEOPLES.STATEMENT BY GOVERNOR OF  
INDO-CHINA.

The French Senate Committee of Foreign Affairs met on July 5th, under the Presidency of M. Gaston Doumergue, and heard the report of the Governor-General of Indo-China, M. Maurice Long, who laid stress, among other things, on the fact that the Allied victory had had a powerful effect on the upper classes of the old countries, with their autocratic forms of Government, who were not satisfied with mere material prosperity alone.

It was generally known in Indo-China that there were in Europe certain Great Powers, among which were Germany, Great Britain and Russia, who were considered as predominant. The defeat of Germany, the downfall of Russia, and the upheavals which had agitated India had all had as their effect the enhancing of the prestige of France, her unity and the security of her organisation.

Dealing next with the relations between Indo-China and the neighbouring countries, M. Maurice Long, showed that relations with Japan were of a cordial nature. The Government at Tokyo had itself declared that it had no political design in Indo-China, and that it only sought to improve the economic position of its nations. M. Long laid stress on certain points in the customs tariff, which he considered were susceptible of improvement both in the interests of Indo-China and her relations with the Peking Government. Indo-China was in touch with Southern China, where she treated with the military Governors, who were the real heads of the State, and this practical policy had had the effect of almost completely preventing frontier incidents. M. Long concluded his report by stating that the liberal policy pursued by France in her possessions in the Far East had given happy results, and was approved by the natives of those countries.

Referring to the Banque Industrielle de Chine, M. Long said he could only repeat what he had already said in his reports to the Government after the Bank's failure. In regard to the concessions granted by the Chinese Government to the Banque Industrielle, he considered them materially and morally important.

## PREY OF HARPIES.

BRITISH SAULERS IN FOREIGN  
PORTS.

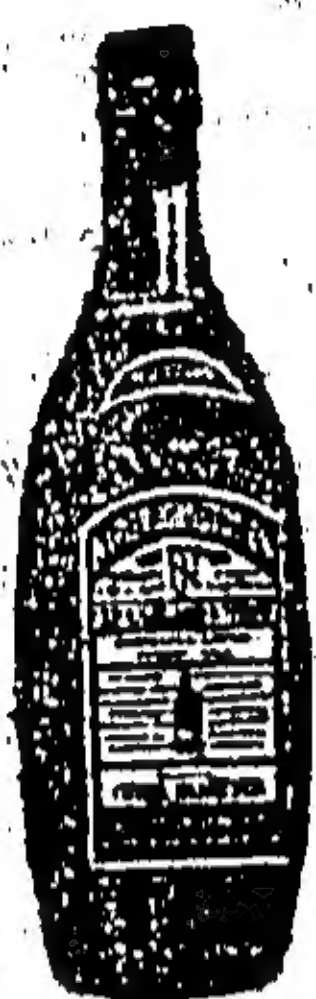
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## WHY NOT TAKE LIFE CHEERFULLY?

[BY IAN HAY.]

The way of young people is hard. They know so little, and the conclusions which they draw from what they encounter early in life are out of all proportion to reality. What sort of business, for instance, can the life of to-day appear to be to young people who get their ideas of life—as Youth always does—from the novels of the moment? A dreary business, indeed.

Fiction has its phases and fashions like everything else. At present we are suffering from a tidal wave of what I will venture to call the fiction of disillusion. Disillusion and pessimism are the prerogatives of the very young, and most of the novels of this school are written by very young people, discontented young people—very able, very observant, and acutely sensitive—who have not the patience to wait until they acquire that natural breadth of view and balance of mind which enable them to realise that life, as a Frenchman once said, is full of compensations.

No, they will have no dealings with creative optimism of that kind. They want the truth, and to them truth and gloom are one and indivisible, while cheerfulness and shallowness are synonymous terms. Their mission in this world is to write of life as it really is. So they write a book—a book about a small town, or a small community, or a small household. You know the kind of book I mean. It tells in the unchanging routine, the dull monotony, the pettiness of human nature, and the general hopelessness of everything. Young people read that book and consider, and say: "Well, now I come to think of it, this is the sort of life I live. These are the sort of people I associate with. How terrible life is!"

Yes, the young reader is having a hard time to-day. No romantic nonsense or make-believe for him! Even the nursery is not spared. There are people going about now seriously advocating that children's heads should no longer "be stuffed with fairy tales and make-believe." Think what this crew of cranks might do, we will say, with the story of Cinderella. Cinderella is a common, scheming little husband-buster. The faithful page a snake and a piller. The prince a self-indulgent egoist, who would neglect his vulgar little kitchenmaid if a wife a month after marriage!

THE CALL TO MIRTH.

In fact, this new school cherishes a sort of busy theory that a happy book cannot be any good because it is unreal; while a sordid book must be good because it is real—because life is sordid. Well, there I respectfully beg to differ. Life is what we make it, and if the majority of men and women made life sordid the world could not go on.

The world has been going on for a good many centuries now; not by any means perfect or happy centuries; but I, for one, cannot help feeling that this world would have given up and quit long ago if there had not been more beauty and contentment in life than this disgruntled school would have us believe.

Life to-day is not too easy or cheerful a business for any of us. We get all the reality we want without diving into a best-seller for it. Then why make life more difficult still by intensifying its least cheerful side? Deep books, serious books, we must read, and do read. But no reader—least all a young reader—should be called on to absorb serious diet all the time. Let us not forget, especially at the present time, that there is such a thing as the literature of recreation. My opinion is that a man who could move the world to clean mirth for five minutes a day just now ought to be endowed, subsidised, and handsomely pensioned.—Daily Express.

## PEERAGE ADVISER.

ROMANTIC MEMORIES RECALLED  
OF SOME OLD CLAIMS.

Dr. John Horace Round, LL.D., who has resigned from the position of Honorary Historical Adviser to the Crown in Peerage cases is recognised as the greatest living authority on matters relating to the Peerage. He is 68 and has lived at Brunswick Terrace, Hove, Sussex, all his life. His books, "Studies in Peerage and Family History," 1900, and "Peerage and Pedigree," 1910, are recognised authoritative works.

He has been described by an Attorney-General as the "only master of his craft."

During the last 20 years he has advised in all claims to peerages. "I first came to the assistance of the Crown," he said, "when the office of Lord Great Chamberlain was troubling the House of Lords. This was in 1902, when the Duke of Atholl, the Marquis of Cholmondeley, the Earl of Ancaster, and Earl Carrington were contesting the right to hold that office. This is a quaint feudal office created 800 years ago. There was a question as to who was entitled to it. I offered my advice, and it was decided to leave the office as it was.

"An interesting claim in which I have been concerned is now for the third time being discussed in that of two ladies who are jointly claiming the earldoms of Warwick and Salisbury. The former was created by the Kingmaker during the Wars of the Roses and is the oldest earldom extant, and the claim is likely to prove the most interesting of modern times.

"A peerage claim that created much interest was that in 1913 of the only daughter of the late Bernard Lord Peire, then a girl of 12 in which she succeeded and became Lady Farnivall, who in September, 1919, suddenly disappeared from her London address without telling all her relatives where she was going. This (Continued at foot of next column.)

## DEACONESS' RIGHT TO PREACH. DISCUSSION IN THE LOWER HOUSE OF CONVOCATION.

The Lower House of Convocation met on July 5th at Westminster under the presidency of the Prolocutor, the Dean of Westminster (Bishop Ryle), and spent the whole of the sitting in considering the report and recommendations of the Joint Committee appointed to draft rules and regulations for the restored Order of Deaconesses.

The Dean of Salisbury presented the report and moved that it be received. It was stated that the proposals submitted by the Committee were based on the resolutions of the Lambeth Conference although modified and supplemented in certain points. The Order of Deaconesses, it was pointed out, is an apostolic Order of Ministry in the Church of God. It was for women the one and only Order of the Ministry which had the stamp of Apostolic approval and the only Order which, in the judgment of the Committee, our branch of the Catholic Church could recognize and use. A deaconess in her ordination was dedicated to a life long service, though the extent and manner of its exercise by her might vary at different periods, according to her circumstances. No vow or promise of celibacy was required of her, nor was it implied in her ordination. The office of a deaconess was primarily a ministry of succour, spiritual and bodily, both to the sick and to the whole, especially to women. Among the chief functions to be entrusted to a deaconess, the Committee included the following:—

To minister to the welfare and happiness of those to whom she is sent, especially the sick; to give instruction in the Christian faith, under the incumbent, to prepare candidates for baptism and confirmation; and to assist at private ministrations of baptism; under the incumbent to organize, superintend, and carry out the Church's work among women and children; to pray with and give counsel to women desiring help in difficulties; to conduct special ministrations in church under certain specified conditions; to organize and carry out social work; to have a responsible part in the education of women and children, and to promote the welfare of women students at the universities and elsewhere. Before a Bishop ordains a deaconess he has to satisfy himself as to her character, training, and general fitness, and by examination as to her knowledge of the Bible, of the Creed, doctrine, and history of the Church and the Book of common Prayer.

After discussion, the report was received, and a long debate followed on the various proposals of the Committee. Considerable opposition was offered to some of these. After a long discussion, two amendments prohibiting deaconesses from reading morning and evening prayer and the Litany, and from leading in prayer and preaching at church services, were each carried by large majorities, and it was finally agreed that, with the approval of the Bishop and the incumbent, and under such conditions as from time to time be laid down by the Bishop, they should be allowed to speak and pray in consecrated buildings on occasions other than the regular and appointed services of the Church, and normally for congregations of women and of children.

The House, on the suggestion of the Dean of Ely, approved the principles contained in the report as amended, as the basis of rules and regulations for the restored Order of Deaconesses, and requested the Archbishop to take such measures as are necessary to embody them in a formal document.

## PENILESS COUNTESS. MEERY LIFE ON "DEFERRED PAYMENTS."

The handsome Countess Rosa Mela Coloredo, who was born in America 42 years ago, has been sentenced to two years' hard labour at Graz for a series of remarkable frauds.

With her husband, who has since died, she bought Blankenwarth Castle, near Graz, deferring payment. They entertained lavishly, buying goods and food on credit and representing to creditors that they had £50,000 in a Swiss bank in the countess's name.

Actually they were penniless, and the bubble burst when the Countess sold the pictures from the castle. She pleaded that it was all done for the late ex-King Carl and that his adherents had left her in the lurch. No evidence in support of this was given.

Sir A. Conan Doyle, in the course of an interview before he left New York for England in June, declared that he found the Americans, though undemonstrative, amazingly receptive to application, and because of this there has been imparted to their national life something that will change the trend of thought, curb selfishness, and crush the super-materialism of the age.

caused some anxiety as to what had happened, until it became known that she had gone on a trip to Scotland.

"Often a decision has turned on the question whether the son who, for instance, ran away with the house maid ever married her. Many baronies at present in abeyance depend on that point.

"Another interesting case was that known as the claim of the beautiful nursemaid. This was in 1914, in the hearing of claims to the baronies of Dynant, Fitzwaryn, and Martin, in which the petitions of Viscount Gage and Sir P. B. S. Wrey were opposed by Mr. R. J. Wild as grandson of Sir Bouchier Park Wrey. Sir Bouchier, it was stated, fell in love with and married a most beautiful Irish woman, a nursemaid. That his never been decided."

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## DAIRY FARM NEWS.

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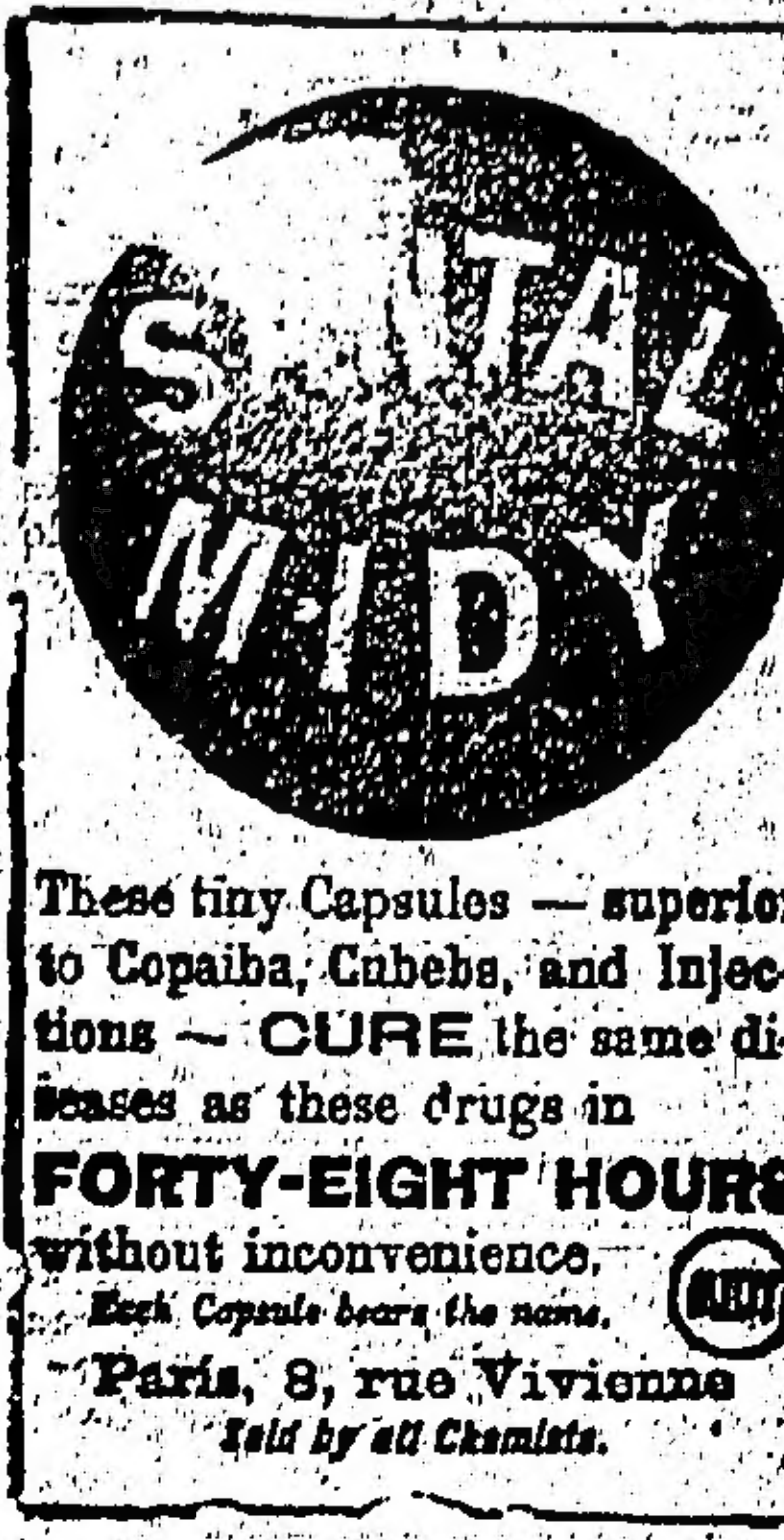
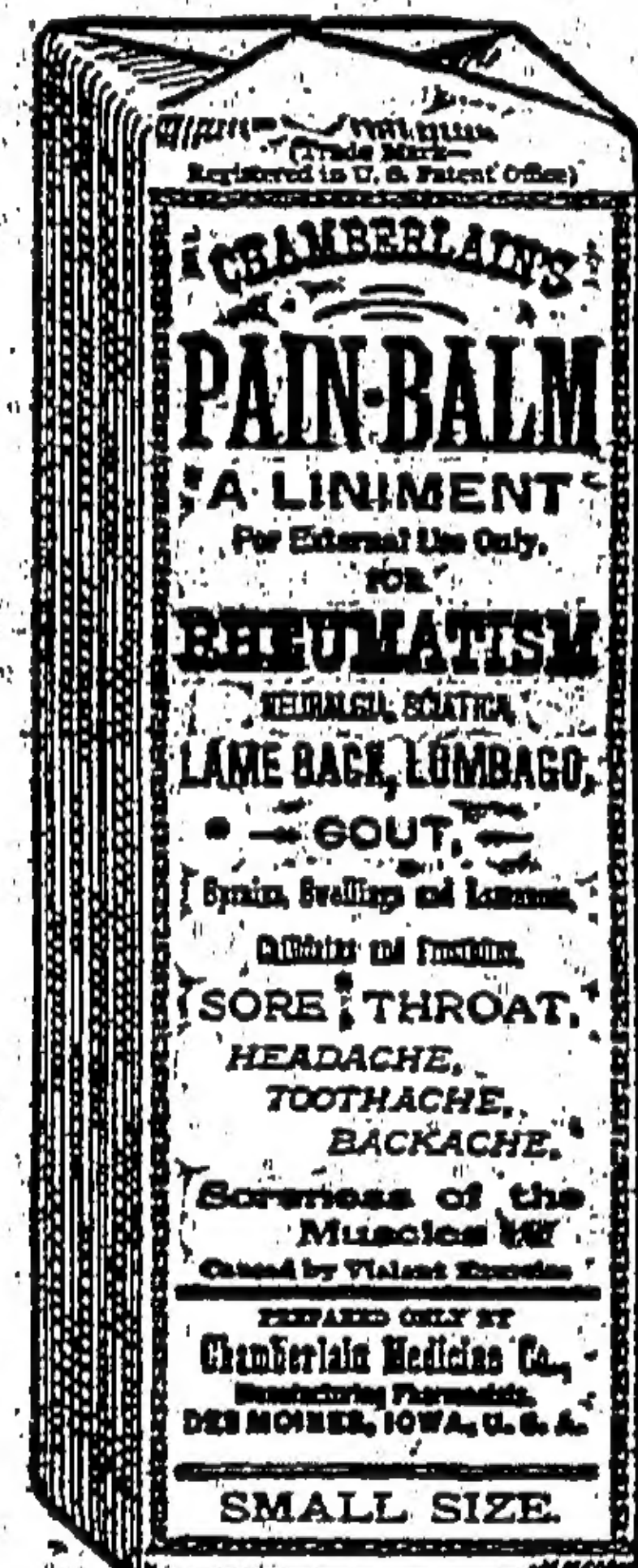
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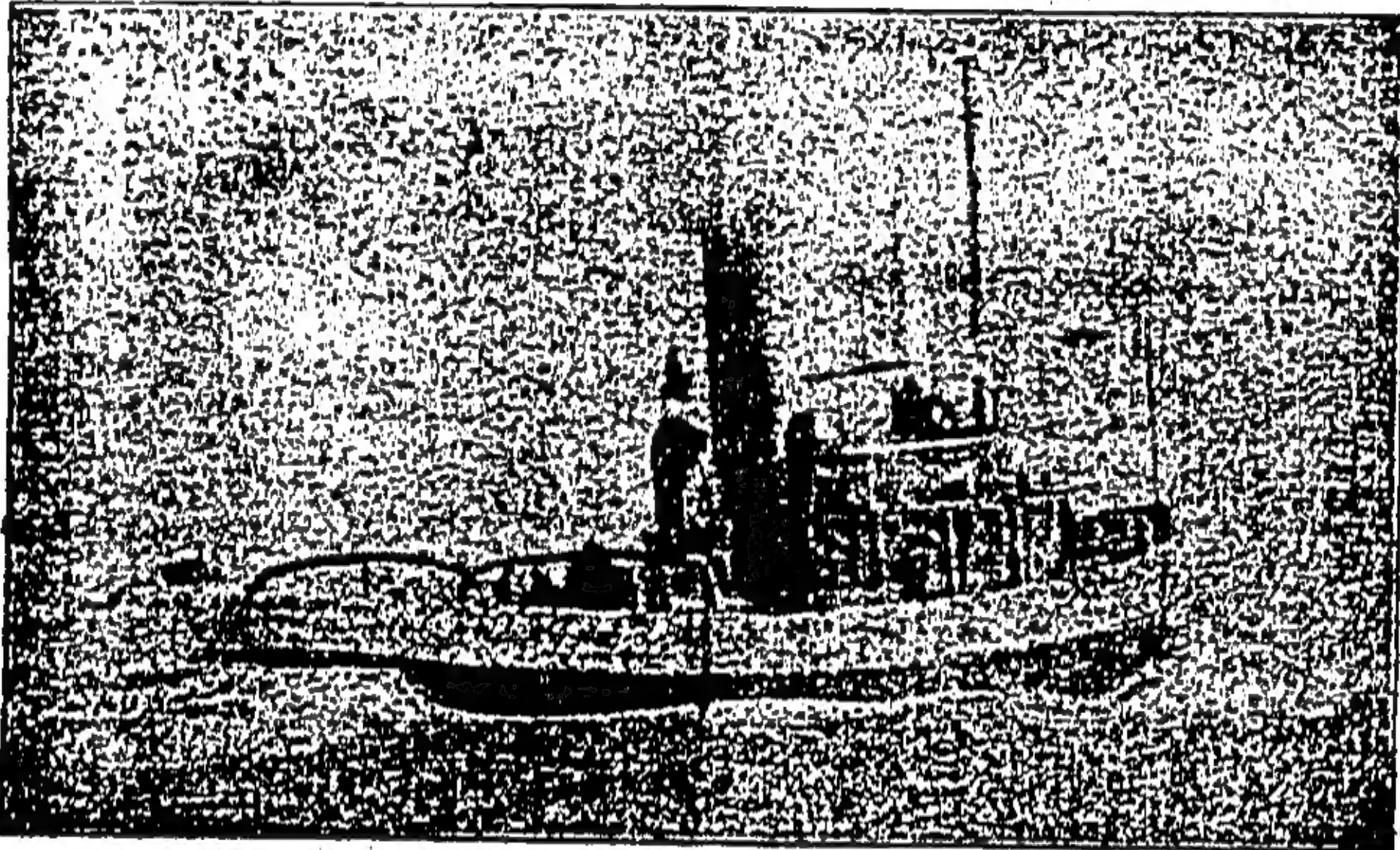
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## CABINET'S DEMAND FROM THE IRISH FREE STATE. GRAVE SPEECHES IN THE COMMONS. POLICY OF FIRMNESS

Very serious words were spoken in the Commons on June 28th, by Mr. Churchill and the Prime Minister, which revealed that a communication, partaking of the nature of an ultimatum, has been sent by the British Government to the Provisional Government of the Irish Free State demanding, among other things, the evacuation of the lawless quarters of the Irish Republican army from the Four Courts in Dublin which have been turned into "a nest of anarchy" and which constitute, in Mr. Lloyd George's words, a "haunting defiance of the Treaty." This note is the first manifestation of the British Government's new policy of "firmness" for which Ministers declared that the time has now come.

It was quite uncertain what turn the Irish debate would take, whether it would remain concentrated on the big political issue, or whether it would narrow down to an attack on the Home Secretary for failing to give adequate protection to persons who may be considered exposed to danger of assassination. Thanks, however, to a combination of circumstances, to the ruling of the Chair, to the overshadowing magnitude of the larger issue, and also to the opening speech of Mr. Churchill, the debate kept mainly to the Government's Irish policy and their responsibility for the present state of affairs.

Naturally, the previous Thursday's tragedy was continuously present to everyone's mind. It tinged the whole debate, and several speakers, Mr. Ronald McNeill in particular, sought to fasten responsibility not so much on the Home Secretary as on the Government as a whole. But the House as a whole was by no means inclined to take that view, and though Mr. Shortt is by no means a very popular figure at Westminster just now, there was a loud cheer when Mr. Churchill described the attacks upon him as "anarchy." The Colonial Secretary stated briefly but with conspicuous fairness the cold facts of the case as to police protection. Assassination, he truly said, has been very rare in England; the courage shown on Thursday by police and civilians will probably make it rarer still. It is also quite impossible to protect everyone who may reasonably be thought to have excited the resentment of the murder gang. He showed, too, that the general removal of police protection last January had been recommended months before by Sir Basil Thomson, and, though it has now been renewed to a certain extent, our best security against assassination lay in demonstrating that it did not pay, by holding resolutely to our policy in spite of it. It must be observed that this phrase about not yielding to the assassin was loudly taken up by several of Mr. Churchill's critics, who retorted that it was only because the Government had yielded to the assassin that they were now in such a sorry plight with regard to Ireland.

AN "EXACT PROPHECY." As to Sir Henry Wilson himself, Mr. Churchill paid a noble tribute to his splendid work for the glory of the British Empire and to his wonderful military judgment and perseverance. He illustrated the last point by stating that at the time of the Agadir incident in 1911 he had before the British Cabinet an "exact prophecy" of the plan of campaign which Germany followed in 1914, based on his reasoned conviction that she would invade Belgium. To that, said Mr. Churchill, we had our preparations in connection with the British Expeditionary Force, and he added that if Sir Henry's reading of the future had commended itself to the French General Staff they would have spared their initial disasters when war broke out. This tribute left nothing to be desired in the way of warmth and appreciation.

The other most striking anecdote told of the Field-Marshal came from Mr. Ronald McNeill, who described his last conversation with him. As Sir Henry was going to Glasgow Mr. McNeill observed that he ought to have protection, because they might try to shoot at him in that Communist centre. "They might miss me," was the smiling reply. "But they might hit you," said Mr. McNeill. "Well," came the answer, "even if they did, it is better to be shot by them than to shake hands with them." This was a hard thrust at the row of Ministers who sat listening to the words, and Mr. McNeill turned the dagger in the wound by adding that both the Government and Sir Henry had had their relations with the murder gang, Sir Henry was murdered; the Government were "steeped in dishonour."

### NO MORE DEBATES OF THE TREATY.

But it is time to turn to the exceedingly important pronouncement of Government policy, with which the debate opened, in a crowded House and with crowded galleries, and with Mr. Taft and the American Ambassador as deeply interested spectators. It soon became apparent that the assassination was to mark the opening of a new stage in the Government's Irish policy. It is not, however, a change of policy itself. That remains the same—the creation of the Irish Free State, within the Empire and no coercion of Ulster under any pretext whatsoever. The change is in the attitude of the British Government towards the Provisional Government, in the diminished tolerance which it will show to its evasions and infractions of the letter and spirit of the Treaty. While the Provisional Government was weak and embarrassed and still remained unfurnished by the declared will of the Irish people it was the British Government's policy to overlook these infractions and to display extreme patience and forbearance. But now the time had come for firmness. Mere denunciation of murder, unaccompanied by the apprehension of a single murderer, will no longer do. A much stricter reckoning must prevail. The continued existence of the Republican army, which is a gross "affront to the treaty," must be tolerated no more; its headquarters must be routed out from the Four Courts in Dublin, which have been turned into "a nest of anarchy and treason." The British Government, so Mr. Churchill declared, will send a "request in express terms" that this state of things shall come to a speedy end; if the request is not complied with, they will regard the Treaty as formally violated and will resume full liberty of action.

### ULSTER FULLY EQUIPPED.

This was plain talking. It was, in effect, a very stiff notice of an ultimatum to the Provisional Government. Now that they have their authority from the Irish people they must act upon it and keep faith

They must have done with all these "doublet compacts" with De Valera and the enemies of the Treaty. Either they must be masters in their own house, or the British Government will declare the Treaty at an end. This bold pronouncement was resolutely delivered. Mr. Churchill spoke as though he was relieved to be in the position to speak in this tone, for during the last few weeks he has continually had to stand up and make excuses for what he has known to be utterly inevitable, and to show an apparently tame acquiescence in humiliations which he detested as much as his critics.

The whole speech was very skillfully framed, and the argument was developed with great address. The British Government's policy, he said, had been devoted to the two-fold object of obtaining a free election in Southern Ireland, and of putting Northern Ireland in a position to repel all attacks upon her. He claimed that both had at length been achieved. The people of the six counties were now safe, because they were fully equipped. Mr. Churchill told the House that 50,000 stands of arms had been delivered with equipment of all kinds for a force of that strength, and that now the Northern Government had acquired more complete control over its more violent elements, there would be no excuse for them if they failed to do their duty in stopping all reprisals on the Catholic minority. At the same time, he fully admitted that the prime cause of the outrages in the North lay in Sinn Féin's provocative challenge of maintaining two Irish Republican Army divisions in northern territory. But he continued to phrase the Belfast shootings, even while he promised that Ulster should receive whatever supplies and forces were necessary to protect her from Sinn Féin attacks. Ulster, he said, would never be deserted by Great Britain.

The House was assured that the position along the border had greatly improved since the Northern Government's territory had been cleared of invaders. A neutral zone, four or five miles wide, has been formed in which no one is to be allowed to bear arms under penalty of being summarily shot by the Imperial troops, and order in the zone will be kept by an assumed police force. This arrangement has the support of both the Northern and Southern Governments and if it succeeds it will be extended along the border; if it fails the British Government are determined to draw a military line from Dundalk to Ballyshannon, a line which will ignore the devious county boundaries and be dictated by purely military considerations, impartially intersecting the frontiers of both States. Any attempt to break into the North will be put down by the Imperial troops, and Sinn Féin will have to realise the mistake of supposing that it is possible to repent in the six counties the policy which proved successful in the twenty-six.

### MR. BONAR LAW'S VIEW.

This promise of "firmness" pleased the general body of the members and satisfied most. It satisfied, for example, Mr. Bonar Law, who said he believed that the Government meant to see their new declaration through. "If they do not," he said, "I will be against them." He thought that the House could not fairly ask the Government to do more at this moment, but if the Provisional Government still refuse to face the facts and honestly confront their Republican enemies he will be for cancelling the Treaty and taking the consequences, grave as they are. Mr. Bonar Law is greatly disturbed by Mr. Collins's recent speeches; they almost make him despair of his good faith. However, the results of the Irish elections are worth something, and he does not abandon all hope even yet. The Die-Hards, on the contrary, pointed to the present state of Ireland and to the recent tragedy as justification of their repeated contention that to "shake hands with murder" could lead to no honourable settlement. Sir Frederick Banbury, Colonel Gretton, Colonel Ashley, and others went over the old ground again, while Mr. Glendon Murray outdid them in bitterness, with an attack on the Prime Minister as "one who by his follies, weakness, and shiftiness was losing us Ireland and breaking up the Empire."

### MR. SHORTT'S DEFENCE.

Late in the evening Mr. Shortt defended his position from the attacks which had been made upon him—mostly outside Parliament—and claimed that the Secret Service was even more efficient than it was twelve months ago. For five months after the withdrawal of police protection last January there had been no untoward incident, and the views of every person under protection, including Lord Carson, had been asked before the change was made. The Secret Service advised that robberies of arms and incendiarism might be expected, but that there would be no organised murder in England, and he did not believe that it had ever been intended. He could find no trace of a special warning with regard to Sir Henry Wilson, nor had the police in Ulster any knowledge of danger threatening him. The Home Office never ignored warnings. It was obvious that Sir Henry's life was in danger in Ireland, but not in England, and it was cruel to suggest negligence on the part of the Service. The two men concerned in his death had no connection, so far as could be ascertained, with Ireland. They were Londoners and ex-soldiers; their relatives lived in London; and the pistols used were no part of the arms handed to the Provisional Government in Ireland.

### MR. LLOYD GEORGE'S DISCLOSURE.

Mr. Shortt's conclusion was that he had acted throughout under skilled advice, and he declared, "So long as I am not personally attacked by anyone whose opinion I value, I do not care in the least." Then came a closing speech from the Prime Minister, who vigorously defended the Government's Irish policy after paying a high tribute to Sir Henry Wilson's brilliant qualities. He justified the negotiation and the Treaty which followed. "Whatever befalls," he added, "repressive measures would have meant the raising of 100,000 men." He hesitated to make predictions about Ireland in the face of history, but if reconquest had to be done, we should have been ready to do it.

(Continued at foot of next column.)

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW & SHANGHAI	"WINGSANG"	Tuesday, 15th Aug.	Noon
BANGKOK via SWATOW	"CHILDRAR"	Thursday, 17th Aug.	3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Wednesday, 16th Aug.	D.L.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Thursday, 17th Aug.	Noon
SANDAKAN	"MAUSANG"	Thursday, 17th Aug.	Noon
TIENTSIN	"CHEONGSHING"	Friday, 18th Aug.	Noon
MANILA	"LOONGSANG"	Friday, 18th Aug.	3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 19th Aug.	3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"FAUSANG"	Sunday, 20th Aug.	Noon
Kobe	"KUMSANG"	Monday, 21st Aug.	Noon

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when convenient.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 1,500 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

YANGKONG LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodations.

## CALCUTTA LINE

"LAISANG" will be despatched on or about Saturday, 19th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:-

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GENERAL MANAGERS

Telephone No. 215.

## GLEN AND SHIRE Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE.

### OUTWARDS.

Vessel	Leaves Hongkong
"GLENARTIFFE"	28th August.
"GLENAMOY"	29th September.
"GLENOGLE"	4th October.

### HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENSHANK"	29th Aug.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENLUCE"	2nd Sept.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"PEMBROKESHIRE"	24th Sept.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

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67, QUEEN'S ROAD, CENTRAL.

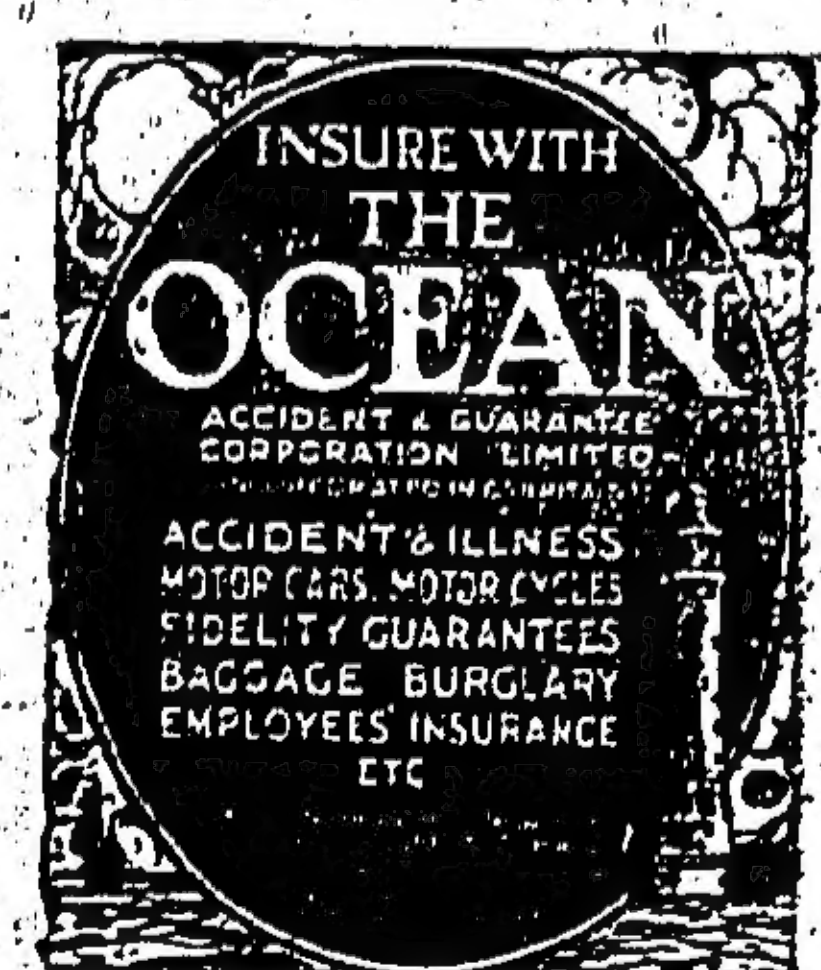
Hongkong.

(1297)

should do it with advantages in our favour which we did not possess when negotiations for the Treaty began, for the first time the world would hold us blameless.

The Prime Minister, in conclusion, indicated that a communication had already been sent to the Provisional Government with respect to the seizure of the Four Courts—which he called a "haunting defiance of the Treaty"—but he declined to say whether it contained a time-limit, adding that developments must occur within a short time, and that a serious position would arise if the Irish Government failed to carry out its duty. As for the Treaty itself, he was not willing to accept the theory that it was failure after only six months' trial in a transitional period.

In the division which followed Sir Frederick Banbury's motion to reduce the Chief Secretary's salary was defeated by 342 to 70, showing that once more the Die-Hards had their division lobby to themselves. Daily Telegraph.



SHANGHAI OFFICE:-

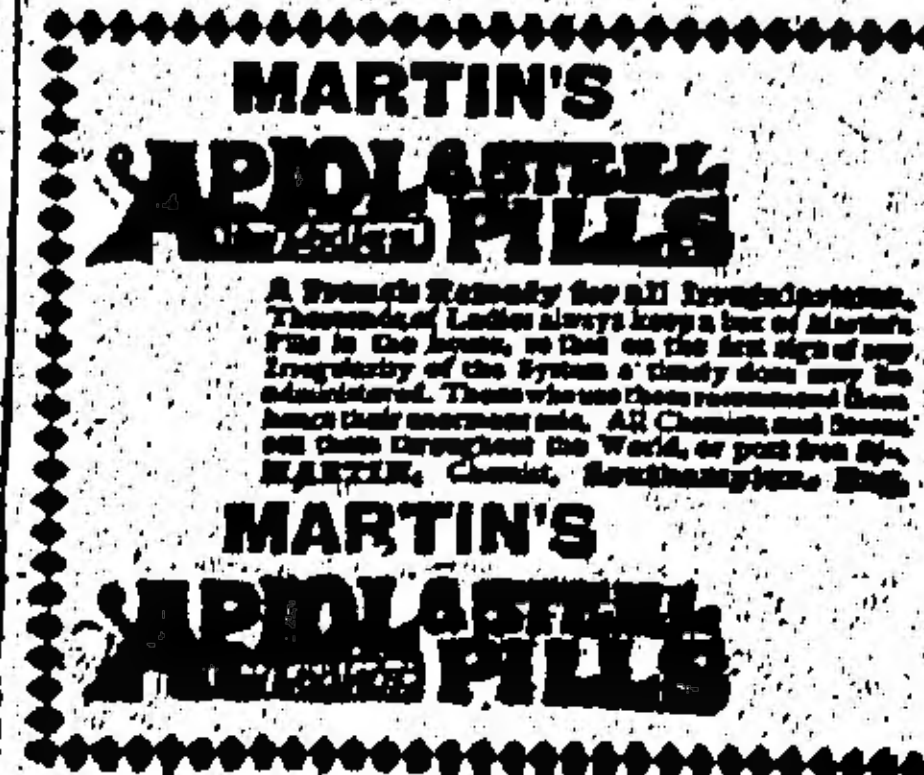
64, PEKING ROAD.

AGENTS for Hongkong

and South China,

DODWELL & CO., LTD.

TELEPH. 1030 2, QUEEN'S BLDG.





## SHIPPING NEWS

## ARRIVALS

August 13th.

**Shanghai**, British str., 1,203 tons, Capt. C. Byers, from Hongkong, with coal, B. & S.

**Chongju**, Chinese str., 538 tons, Capt. T. Fletcher, from Pakhoi, with a general cargo, Hing Lee S.S. Co.

**Chung Hing**, Chinese str., 240 tons, Capt. Leung Sau Kong, from K. C. Wan, with a general cargo, Hang On & Co.

**Keiping**, French str., 157 tons, Capt. F. Dubois, from Pakhoi, with a general cargo, Sing Kee.

**Palhoi**, British str., 122 tons, Capt. F. H. Jeune, from Hongkong, with coal, B. & S.

**Takawa Maru**, Japanese str., 1,294 tons, Capt. K. Katsuramoto, from Haiphong, with a general cargo, Y.K.K.

August 14th.

**Kashima Maru**, Japanese str., 9,008 tons, Capt. N. Matsuyama, from London, etc., with a general cargo, N.Y.K.

**Leisang**, British str., 2,400 tons, Capt. H. E. Gilroy, from Kobe, with a general cargo, J.M. & Co.

**Leongang**, British str., 1,000 tons, Capt. P. H. Gay Cumming, from Manila, with a general cargo, J.M. & Co.

**Mingang**, British str., 900 tons, Capt. P. Jowitt, from Haiphong, with a general cargo, J.M. & Co.

**Sungshun Maru**, Japanese str., 1,503 tons, Capt. H. Asai, from Shanghai, with a general cargo, N.Y.K.

**Tungshing**, Chinese str., 700 tons, from Tientsin, with a general cargo, Yue Woo S.S. Co.

**Wingang**, British str., from Canton.

## CLEARANCES

August 14th.

**Amherst**, for K. C. Wan.

**Bayo Maru**, for Shanghai.

**Chongju**, for Saigon.

**Kwanan**, for Shanghai.

**Nagasaki**, for Shanghai.

**President Jefferson**, for Manila.

**Rheinland**, for Manila.

**Sungshun Maru**, for Canton.

**Swangle**, for Canton.

**Shanghai**, for Shanghai.

## PASSENGERS

Per N.Y.K. s.s. **Kashima Maru**, on August 15th:—For Hongkong: Miss H. Heywood, Miss F. Jones, Mr. M. Schouberg, Mr. D. Messum, Mr. and Mrs. P. C. Murray, Miss R. E. Hoaling, Mr. J. Kelly, Mr. and Mrs. J. Murray, Mr. J. O'Donovan, Mr. B. Meyer, Mr. and Mrs. B. O. Rother, Mr. J. Orme, for Shanghai: Mr. B. C. Jensen, Mr. and Mrs. S. B. Roberts, Mr. and Mrs. O. Karlbeck, Mr. V. Sinn, Mr. E. R. Engley, Mr. E. Bailey, Miss W. Lourin, Mr. W. Skolowski, Mr. W. Beelen, Mr. N. P. Berger, Mr. R. Wolff, Mr. N. Lokhviatsky, Mr. and Mrs. M. Bunn, for Kobe: Mrs. D. Bekkevold, Miss C. Cameron, Mr. H. Moximoff, for Yokohama: Mr. and Mrs. M. Fiegel, Mr. W. Lapi, Miss E. Larcombe, Mrs. H. I. Rowbottom, Mr. E. Adrian, Mr. M. Pizarro, Miss M. M. Muckenzie and many Japanese passengers.

## SHIPPING MOVEMENTS

The P. & O. Co.'s s.s. **Sardinia** left Shanghai for this port on August 14th, at 9.30 a.m., and is due here on August 17th, at about 5 a.m.

The s.s. **Proteus** (Blue Funnel) left Yokohama on August 12th for Victoria B.C.

The s.s. **Tetris** (Blue Funnel), from Liverpool, left Singapore on August 12th for this port, and is due here on August 17th, at daylight.

The s.s. **Hector** (Blue Funnel), from Liverpool, left Singapore on August 12th for this port, and is due here on August 18th.

The R.M.S. **Empress of Russia** arrived at Shanghai on August 13th, at 3 p.m., left on August 14th, at 1 p.m., and is due at Nagasaki to-day at 3 p.m.

The R.M.S. **Empress of Australia** arrived at Kobe on August 12th, at 10.30 a.m., left Kobe the same day at 7 p.m., and is due at Shanghai to-day, at 3.30 a.m.

The R.M.S. **Empress of Asia** left Vancouver for Hongkong, via Japan ports, Shanghai and Manila on August 10th, and is due here on or about August 31st.

The N.Y.K. s.s. **Toyo Maru** (Liverpool line) left Singapore for Hongkong on August 12th, and is expected here on August 18th.

The N.Y.K. s.s. **Osaka Maru** (Calcutta line) left Moji for Hongkong on August 13th, and is expected here on August 18th.

## VESSELS EXPECTED

**Waka** (Blue Funnel), due September 1st.

**Antiochus** (Blue Funnel), due August 31st.

**Asia Maru** (N.Y.K.), due August 27th.

**Beckwith** (Ben Line), due August 18th.

**City of Lincoln** (Bank Line), due August 18th.

**Empress of Australia**, due August 31st, at 8 a.m.

**Hector** (Blue Funnel), due August 17th.

**Hyson** (Blue Funnel), due September 10th.

**Indien** (East Asiatic Co.), due August 15th.

**Kamo Maru** (N.Y.K.), due August 18th.

**Laomedon** (Blue Funnel), due August 24th.

**Osaka Maru** (N.Y.K.), due August 17th.

**Takada** (B.L.), due August 15th.

**Talithybus** (Blue Funnel), due August 31st.

**Tango Maru** (N.Y.K.), due August 18th.

**Tetris** (Blue Funnel), due August 17th.

**Tosa Maru** (N.Y.K.), due August 23rd.

**Tydeus** (Blue Funnel), due September 13th.

## WEATHER REPORT

August 14th, at 10.34.—Pressure has increased considerably over N.E. Japan, and moderately at Shanghai. It has decreased moderately over the Bonin and is nearly stationary in southern districts. The Shanghai typhoon is filling in about Lat. 32 deg. N. and Long. 115 deg. E.

The Bonin typhoon was at about Lat. 26 deg. N. Long. 143 deg. E. At 8 a.m. this morning moving northward.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 14th August, 0.50 inch. Total since January 1st, 42.53 inches, against an average of 58.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Cap Rock S. or variable winds, moderate to light, fair.

Forrester Channel The same as No. 1.

South coast of China between Hongkong and Lamock The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, August 14th.

	Previous Day	On Date	On Date	On Date
	at 2 p.m.	at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	29.69	29.85	29.60	
Temperature	89	81	89	
Humidity	63	94	75	
Wind Direction	W	Cal	NW	
Force	2	0	2	
Weather	C	0	C	
Rain	0.00	0.00	0.50	

Highest open-air Temperature on 13th — 89

Lowest open-air Temperature on 14th — 79

## HONGKONG TIDE TABLE

From August 15th to 16th, 1922.

Days of Week	Date of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	15	1.58	5.3	8.18	3.3
Wed.	16	2.18	4.4	7.57	3.3
Thur.	17	2.37	3.5	6.94	3.3
Fri.	18	2.56	2.6	6.32	3.3
Satur.	19	3.14	1.7	5.69	3.3
Sun.	20	3.33	0.8	5.06	3.3
Mon.	21	3.52	0.0	4.43	3.3

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1922		1921	
	W.L. over recorded	W.L. under recorded	W.L. over recorded	W.L. under recorded
Wachow, W. River	+79.50	-2.43	57.60	58.10
Kongmoon, W. River	+14.70	-0.00	11.70	11.60
Linkingow, N. River	+57.00	-	12.00	-
Banahai, N. River	+27.55	-5.00	20.10	20.90
Shaklong, E. River	+15.15	-0.88	5.60	4.70

Engineer-in-Chief.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NOVARA."

Arrived Hongkong on 13th August, 1922.

From ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES OF CARGO by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary. Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & LOGGERS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 13th August, 1922. (1354)

## VETARZO

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## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT, APPLY TO	TO BE DESPATCHED
LIVERPOOL via MARSEILLES & VALENCIA	Bengal Maru	Jap.	Nippon Yusen Kaisha	Middle of Aug.
BOSTON & NEW YORK via Suez	Telemachus	Brit.	The Bank Line, Limited	On 15th inst.
NEW YORK & Boston	Dacre Castle	Brit.	Dodwell & Co., Ltd.	About Middle of Sept.
SAN FRANCISCO	Slavic Prince	Brit.	Prince Line	End of Sept.
SAN FRANCISCO via SHANGHAI, JAPAN, & HONGKONG	Apus	Am.	Struthers & Barry	On 21st inst.
SAN FRANCISCO via SHANGHAI, JAPAN, & HONGKONG	President Lincoln	Am.	Pacific Mail S.S. Co.	On 23rd inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI, JAPAN, & HONGKONG	Nanking	Am.	China Mail S.S. Co., Ltd.	On 17th inst. Noon.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Empress Australia	Brit.	Canadian Pacific S.S. Ltd.	About 9th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 19th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 22nd inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Butterfield & Swire	Brit.	Butterfield & Swire	On 29th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Empress Asia	Brit.	Canadian Pacific S.S. Ltd.	On 7th Sept.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Sardinia	Brit.	P. & O. S. S. Co., Ltd.	On 17th inst. 3 p.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Amboise	Fren.	Messageries Maritimes	About 22nd inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 15th inst. at 11 a.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Butterfield & Swire	Brit.	Butterfield & Swire	On 15th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Butterfield & Swire	Brit.	Butterfield & Swire	On 21st inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Glennace	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Katsumi	Brit.	Butterfield & Swire	On 15th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Zesma	Dut.	Java-China-Japan-Lijn	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	City of Manchester	Brit.	The Bank Line, Ltd.	On 22nd inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Macedonia	Brit.	P. & O. S. S. Co., Ltd.	On 27th Sept.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Akita Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst. 3 p.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Van Cloon	Dut.	Java-China-Japan-Lijn	On 17th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Trach	Brit.	Dodwell & Co., Ltd.	About 5th Sept.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Kailong	Brit.	Butterfield & Swire	On 22nd inst. at D.I.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Houma Maru	Jap.	Yamashita Kisen Kaisha	About 17th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 17th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Manassang	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst. at Noon.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Aki Maru	Jap.	Nippon Yusen Kaisha	On 15th inst. at 11 a.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Eastern	Brit.	P. & O. S. S. Co., Ltd.	On 15th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Waisang	Brit.	Jardine, Matheson & Co., Ltd.	On 16th inst. at Noon.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Kashima Maru	Jap.	Nippon Yusen Kaisha	On 16th inst. at Noon.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Amazona	Fren.	Messageries Maritimes	About 18th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Takada	Brit.	P. & O. S. S. Co., Ltd.	On 17th inst. 10 a.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Kumgang	Brit.	Dodwell & Co., Ltd.	About 12th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Tijuan	Dut.	Jardine, Matheson & Co., Ltd.	On 29th inst. at Noon.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Buho Maru	Jap.	Osaka Shosen Kaisha	About 31st inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Tijuan	Dut.	Java-China-Japan-Lijn	On 1st Sept.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	About 15th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst. at Noon.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst. at 4 p.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	On 22nd inst. at 1 p.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst. at 3 p.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, & HONGKONG	Swatow	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst. 10 a.m.

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From	Arrive	From	Due
Hongkong	Vancouver	On Coast	England
Empress Australia Aug. 24	Sept. 24	Empress France Sept. 5	Sept. 12
Empress Asia Sept. 7	Sept. 27	Empress Scotland Sept. 13	Sept. 26
Empress Canada Sept. 21	Oct. 9	Empress France Oct. 8	Oct. 10
Empress Russia Oct. 5	Oct. 23	Empress Scotland Oct. 17	Oct. 24



**ELLERMAN LINE**

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

FREIGHT &amp; PASSENGER SERVICE

**OUTWARDS.**

S.S. "CITY OF SYDNEY" ... 20th Aug. Shanghai, Kobe &amp; Yokohama.

**HOMEWARDS.**

S.S. "CITY OF MANCHESTER" ... 28th Aug. ... S.S. "CITY OF FLORENCE" ... 6th Sept. ...

Subject to change without notice.  
For particulars of freight and passage rates apply to—

H. B. &amp; Co., Canton

THE BANK LINE, LTD.

General Agents

**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

JAMES S.S. CO., LTD. (LONDON) CHINA MUTUAL S.S. CO. LTD.

AND

**AMERICAN & MANCHURIAN LINE**

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

**Sailings from Hongkong.**

S.S. "TELEMACHUS"	... via Suez Canal ...	16th August.
S.S. "CITY OF BAGDAD"	... via Suez Canal ...	25th August.
S.S. "CITY OF LINCOLN"	... via Suez Canal ...	5th Sept.
S.S. "TITAN"	... via Suez Canal ...	15th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE, or THE BANK LINE, LTD., HONGKONG

HONGKONG AND CANTON. H. B. &amp; Co. CANTON.

**MESSAGERIES MARITIMES****SERVICES CONTRACTUELS**MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
DESTINATIONS: SHANGHAI, KORE, YOKOHAMA, HONOLULU, SINGAPORE, PENANG, COLOMBO, DUBOUL, SUEZ & PORT SAID.

S.S. "AMAZON"	11,000	On or about 12th Aug.
S.S. "ANGOR"	15,000	On or about 1st Sept.
S.S. "AMBOISE"	15,000	On or about 22nd Aug.
S.S. "CORDILLERE"	11,000	On or about 31st Sept.
S.S. "AMAZON"	11,000	On or about 19th Sept.
S.S. "ANGOR"	15,000	On or about 3rd Oct.
S.S. "ANGERS"	15,000	On or about 17th Oct.

**COMMERCIAL LINE**

S.S. "DUNKIRK" ... S.S. "ANTWERP" ... S.S. "LA TOUR" ...

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)  
For further particulars, etc., apply to—

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JORARD, Acting Agent, Queen's Building, Telephone 742.

**DOUGLAS STEAMSHIP CO., LTD****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fuel in steamers above and excellent service.

FOR

**SWATOW AMOY & FOOCHOW**

AND RETURN

(Occupying 2 or 10 Days)

HAIPHONG	Dep. W. G. P. ...	Tuesday, 15th Aug. at 1 p.m.
HAIPHONG	Dep. J. S. ...	Tuesday, 22nd Aug. at 1 p.m.

Arrival and Departure from the Company's Wharf (near Ricks' Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIE &amp; CO., General Manager.

**YAMASHITA KISEN KAISHA**  
(THE YAMASHITA S.S. Co. Ltd.)**REGULAR FREIGHT & PASSENGER SERVICE**

BETWEEN

**KEELUNG, HONGKONG & HAIPHONG**

Sailing from Hongkong

FOR HAIPHONG via Hekow &amp; Pakhoi

S.S. "HOZU MARU" ... on or about 17th Aug.

FOR KEELUNG via Swatow &amp; Amoy

S.S. "TAIKWA MARU" ... on or about 17th Aug.

For further particulars, please apply to—

S. MIZUTANI, Agent.

Branch Office: No. 27, Des Vaux Road, West.

Tel. No. 154.

2nd Floor, King's Building.

Tel. No. 160.

**P. & O., British India****Apcar and****Eastern & Australian****Lines**

COMPANIES Incorporated in ENGLAND.

**MAIL AND PASSENGER SERVICES**

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East &amp; South Africa, Australasia, including New Zealand &amp; Queensland Ports, Red Sea, Egypt, Europe, Etc.

**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SARDINIA"	6,580	17th Aug. 5 p.m.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles & London.
"SICILIA"	6,708	18th Aug.	Singapore, Penang, Colombo & Bombay.
"JEYPORE"	5,318	29th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,091	20th Aug.	do.
"NOVARA"	8,350	18th Sept.	do.
"MACEDONIA"	10,513	27th Sept.	[Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	26th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,034	8th Nov.	Marseilles, London & Antwerp.
"KANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan. 1922	do.

**BRITISH INDIA - APCAR SAILINGS**

"TANDA"	6,586	19th Aug.	Calcutta via Singapore & Penang.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN"	4,000	31st Aug.	Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN**

"TAKADA"	6,949	17th Aug. D.L.	Amoy, Shanghai, Yokohama, Kobe & Hongkong.
"TORILIA"	5,305	27th Aug.	Japan.
"KALYAN"	8,987	27th Aug.	Shanghai & Japan.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**\* Passengers for Hongkong must carry their own Hotel expenses at Hongkong while waiting the on carrying steamer.  
First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the steamers of their P. & O. Tickets Singapore to Colombo.All Cables are fitted with Electric Fans free of charge.  
Passes for mail and mail bags not more than 24 in. x 36 in. x 1 in. will be received at the Company's Office up to 10 days before the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
\* Cargo only.**MACKINNON, MACKENZIE & CO.**

22, Des Vaux Road Central, HONGKONG. Agents.

**O. S. K.****SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**LONDON, HAMBURG, ROTTERDAM & ANTWERP MARSEILLES—  
Monthly direct service via Singapore and Port Said."LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.  
BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN & DALLAS—via SAIGON & SINGAPORE. PASSENGER SERVICE.  
"CANDA MARU" ... 22nd Aug.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE—via SINGAPORE.  
"JAVA MARU" ... Thursday, 24th Aug.SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service.  
"BURRO MARU" ... Friday, 1st Sept.CALCUTTA via SINGAPORE & RANGOON.  
"KORSHU MARU" ... Thursday, 24th Aug.VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to NEW LAND POINTS U.S.A. & CANADA—Passenger Service.  
"AFRICA MARU" ... Tuesday, 22nd Aug.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.  
"HAYANA MARU" ... Tuesday, 18th Sept.NEW ORLEANS LINE via SUEZ.  
"SUMATRA MARU" ... Thursday, 28th Sept.JAPAN PORTS—Kobe & Yokohama via Shanghai.  
"ALTAI MARU" ... Sunday, 3rd Sept.KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.  
"KAJO MARU" ... Every Sunday.TAKAO via SWATOW AMOY.  
"BOSHI MARU" ... Thursday, 24th Aug.

Tel. No. 4090. Y. YASUDA, Manager.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK	S.S. "SLAVIO PRINCE"	End of September.
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For Freight and full particulars apply to—  
FURNES (FAR EAST) LIMITED.  
(Incorporated in Great Britain)  
25, George's Building.  
Telephone 3108.  
Telegrams: Far-east.**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
SHANGHAI	"SZECHUEN"	On 15th Aug. 4 p.m.
SWATOW & RANGKOK	"KIANGCHOW"	On 15th Aug. 4 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 15th Aug. 4 p.m.
AMOI & SHANGHAI	"SUZYANG"	On 17th Aug. 10 a.m.
Amoy, Manila, Cebu & Hongkong	"TEAN"	On 18th Aug. 10 a.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 19th Aug. 4 p.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 20th Aug. 2 p.m.
SHANGHAI & TSINGTAO	"KANGCHOW"	On 21st Aug. 4 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KAIPOH"	On 22nd Aug. D.L.
SWATOW, CHERPOO & TIENTSIN	"HUICHOW"	On 22nd Aug. 4 p.m.
SHANGHAI & TSINGTAO	"YINGHONG"	On 22nd Aug. 4 p.m.

\* SHANGHAI LINE—PASSENGER, MAILS and CARGO  
Excellent Saloon accommodation, amply supplied with Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Swatow.\* BANGKOK LINE—Weekly service to and from Bangkok via Swatow.  
For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

(2022) 2nd Floor, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has special accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.  
For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), Agents.  
Telephone No. 24.**SIAMESE STEAMSHIP CO., LTD.****SAILINGS FROM HONGKONG**

FOR	STEAMER	TO SAIL

For further particulars apply to—

Messrs BUTTERFIELD &amp; SWIRE

(John Swire &amp; Sons, Ltd.), Agents.

2022, 2nd Floor, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

**PACIFIC MAIL S.S. CO., Managing Agents,****U.S. SHIPPING BOARD EMERGENCY****FLEET CORPORATION.****"TRANS-PACIFIC SERVICE"**

Freight and Passengers

Fare to European Ports US\$ 2820.50 First Class

Throughout.

**AMERICAN STEAMERS**

SANTO DOMINGO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT LINCOLN" (Formerly "HOODER STATE") ...

S.S. "PRESIDENT CLEVELAND" (Formerly "GOLDEN STATE") ...

S.S. "PRESIDENT WILSON" (Formerly "EMPIRE STATE") ...

Sailings and Fares Subject to change without Notice.

**HONGKONG-CALCUTTA SERVICE**

SINGAPORE, PENANG, RANGOON and CALCUTTA.

S.S. "LAKE TAULIN" ... Aug. 9th, Daylight.

**TAMPA INTER-OCEAN S.S. CO.**

via HAVANA, NEW ORLEANS, GALVESTON, NEW YORK.

S.S. "HELVETIA" ...

S.S. "VICTORIOUS" ...

For full information regarding rates, space, etc., apply to—

**PACIFIC MAIL S.S. CO.**

Telephone 141. Cable Address: "PACIFIC MAIL" ...

Agents: H. B. &amp; Co., 2022, 2nd Floor, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

**DODWELL & CO., LIMITED****REGULAR SAILINGS TO NEW YORK & BOSTON****for NEW YORK & BOSTON**

S.S. "DACE CASTLE" ... Middle of September.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FUMI having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

**FOR SHANGHAI**

S.S. "TRACIA" ... sailing on or about 19th August.

S.S. "PERSIA" ... sailing on or about 19th September.

**FOR BRINDISI, VENICE & TRIESTE**

S.S. "TRACIA" ... sailing on or about 19th September.

S.S. "PERSIA" ... sailing on or about 19th September.

Passenger's Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED.**

Agents.



